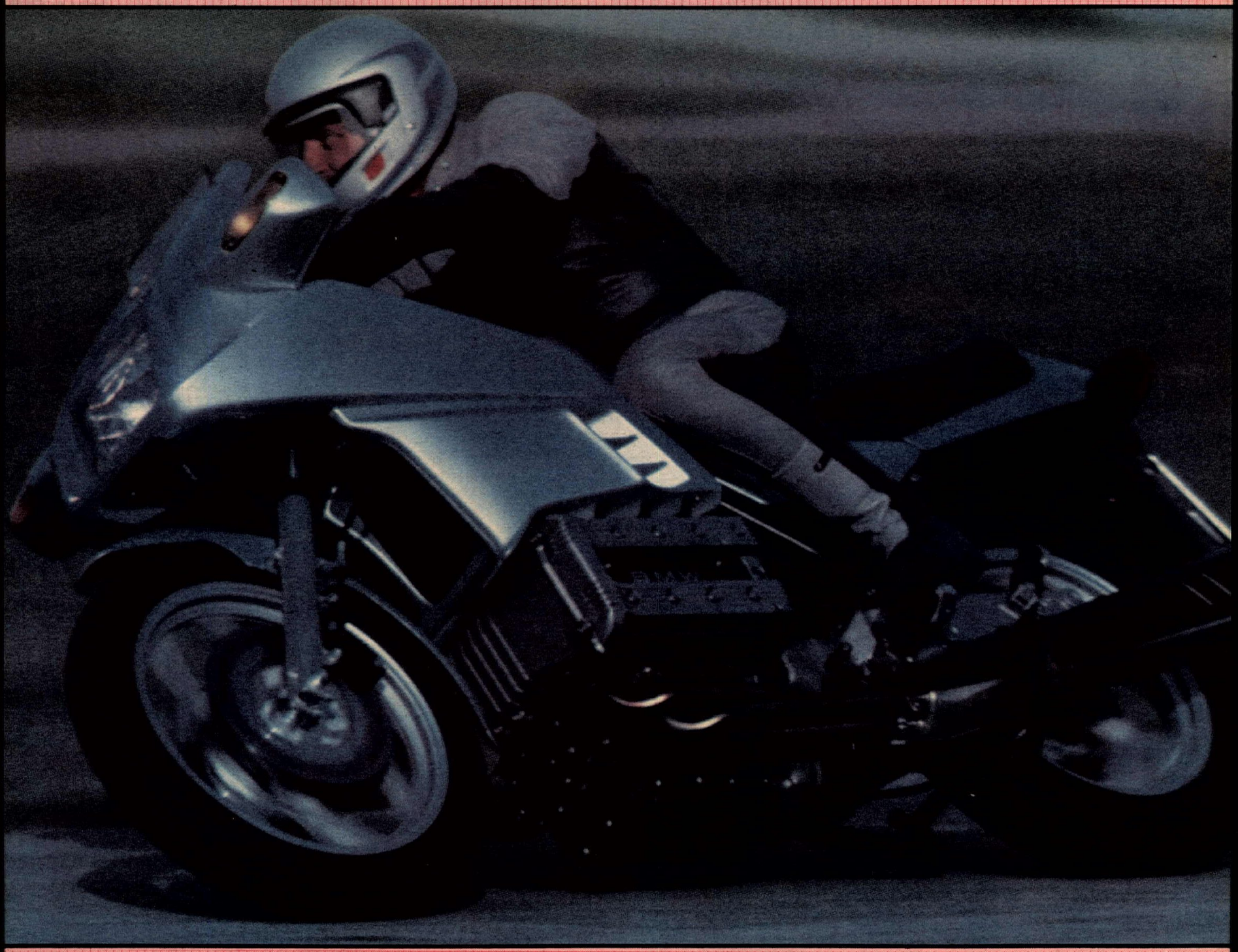
CYCLE NEWS®

WEST Volume XX : Number 40 : October 19, 1983 $1.00

First Look! BMW's new K100



Trans-Cal Motocross • SCORE Championship
Donnie Hansen Interview

AMERICA'S WEEKLY MOTORCYCLE NEWSPAPER

THE LATEST POOP BY PAPA WEALEY

Swedes sweep ISDE; U.S. in sixth and eighth

BUILTH WELLS, WALES, ENGLAND, OCT. 9
The Swedish Trophy and Vase teams dominated the competition at the 58th ISDE in Wales. In an event run over tight, muddy trails, the Swedes avoided much of the trouble that plagued other countries' teams to take first-place finishes in both divisions of the prestigious international competition. The U.S. teams had high hopes before going into the ISDE, but were hampered by mechanical problems and crashes. The U.S. Trophy team placed sixth, while the Vase team managed an eighth. In the Trophy scoring, Czechoslovakia finished second and France was third. In the Vase, Canada took second place, while Finland placed third. Of the 355 riders who started the event, 199 finished. Overall, nineteen riders won gold medals. At the finish no Americans were on gold, although six won silver medals. Mike Melton was top American with a ninth in the 500cc class.

Kawasaki disbands U.S. road race team

SANTA ANA, CA, OCT. 4
In a surprise statement Tuesday, Kawasaki Motors Corp., USA announced they will not field a team for the 1984 U.S. road race season. The official reason given for the "temporary" withdrawal was so Kawasaki could focus more of its resources on the development of new products. The official statement, given to members of the motorcycle press at a new model introduction in California, also stated that "at this time, Kawasaki believes it achieved its road racing objectives by winning the Superbike series five out of eight times." The withdrawal will not affect Kawasaki's factory motocross team.

When asked his reaction to Kawasaki's withdrawal from road racing the day after the announcement, Wayne Rainey, Kawasaki's 1983 Superbike Champion said, "Yes, it's true. They just told us yesterday. All the mechanics are packing their stuff and will be out of here today." Rainey said he has no immediate plans, except that he doesn't want to go back to dirt track racing, and that he doesn't feel he is quite ready to tackle the European road racing scene. He did say he was worried about the future of Superbike racing in the U.S. "Road racing in America will just die out," he said. "With Kawasaki out, what's the point of Honda staying in it?"

Besides the withdrawal announcement, there was other news at the Kawasaki new model introduction. The big news comes from two bikes at the opposite ends of the scale. On one side is a new water-cooled in-line four-cylinder GPz900 that is rumored to be more potent than their rocketship Turbo 750, and on the other side is the KL600, a 564cc dual-purpose thumper that features water cooling. Look for more details on the new Kawasakis in an upcoming issue.

The International Drag Bike Association held their World Finals October 8-9 in Gulfport, Mississippi. We'll have additional information in a future issue, but just to hold you over, we have the winners in the top classes. Kawasaki-mounted Sam Willis took the Top Fuel title and the season championship. James McDonald won the push rod division of Top Fuel on his Harley-Davidson and also wrapped the season title in that class. Kawasaki rider Mike Buroso was the best finisher in the Pro Stock division, while perennial Kawasaki pilot Bo O'Brocta beat the competition in Funny Bike. O'Brocta also took the number one plate for the season. Ray Bellucci (Kaw) won in Pro Comp Bob Totty vanquished all comers in Competition Eliminator (he also took the series championship and rookie of the year honors) and Dan Zimmerman was the winner in Super Eliminator.

Triple crown winner David Bailey switching to cars? Well, not quite. Bailey got a chance recently to sit behind the wheel of Dale Ernhart's NASCAR Thunderbird. Bailey's comments? "I don't know about this stuff. You can't really see that well through the windshield, and I'd want to see everything if I was going 200 miles an hour on the banking!"

With the U.S. Speedway Championship set for Saturday, October 15, in Costa Mesa, California, we have the following items of note for fans of super-sideways action. Lance King, in pain from the broken collarbone, still plans to contest the Championship. He has a specially designed brace that fits under his leathers and his doctor has given him the OK to race. Defending U.S. Champion Shawn Moran will also be riding with a still-on-the-mend bone. Moran broke his leg while racing in Europe, but it didn't stop him from winning the World Long Track Championship in Prague, Czechoslovakia recently.

AMA District 37 is having a final organizational meeting for the new trail riding division Thursday, October 20, at the Department of Water and Power Cafeteria at 111 N. Hope in Los Angeles. The events will be non-speed trail rides, and any club or individual who would like information or who would like to add ideas should be there. Time is 8 p.m.

Several manufacturers displayed interesting new bikes at last week's Paris (France) Show. Yamaha displayed their RD500LC, a water-cooled V-4 two-stroke. Also grabbing attention at the Yamaha display was the FJ1100, an in-line, four-cylinder, 16-valve street rocket that comes with a half fairing, anti-dive front end, and a 16" front wheel. Kawasaki displayed a single-cylinder, water-cooled, four-stroke "dirt" bike, the KLR600 that they've dubbed the African Queen. Honda's offering in the street rocket category was the VF1000R. The V-4 powered bike offers a full fairing, radial tires, a claimed 156 mph top speed and 10.7 quarter miles. Claimed horsepower is 130! Check out next week's paper for photos of the above and more from Paris.

HosPITal stop: Last week, Honda's superstar Bob Hannah crashed while practicing and broke his pelvis and bruised his kidneys. Although details are sketchy, it appears as though the broken pelvis is not as serious as at first thought, and the bruised kidneys will take a few weeks to recover. Hannah, who has been on the mend with a broken wrist, will hopefully be back on the track in about a month. With contract talk up in the air, this isn't the best of times to be busting up his body...again. Get well cards can be sent to Bob, care of American Honda 100 W. Alondra, Gardena, CA 90247.

Michele Rinaldi, who finished second in the World Championship 125cc MX Series this year, will be supplied with 1983 works-specification Suzukis for next year's championship despite Suzuki's withdrawal of factory efforts from all GP MX competition. Suzuki-mounted riders have held the 125cc MX World Championship title since its inception eight years ago.

Erik Geboers, with the 125cc MX GP title under his belt, is set to move up to the 500cc GPs. Geboers, Suzuki-mounted last year, has been bargaining with Honda for a factory ride.

Corrado Maddii, another hard charger in the 125cc MX GP ranks, is also set to move to the 500cc class for 1984. Maddii has signed to ride for Cagiva and wants to lead the factory's 500cc effort.

Ross Pederson, Canada's number one MXer, broke bones in his hand during timed qualifying for the recent Trophee des Nations in Czechoslovakia. Pederson attempted to ride again after his accident, but the injury was too painful. In addition to being a team member for Canada in the Motocross and Trophee des Nations, Pederson was lining up potential sponsorship for a MX season in Europe next year contesting GPs and Internationals.

Next year's Camel Pro Series schedule is still being worked on, but reliable sources indicate it will probably be finalized at 34 Nationals. The 24 dirt track and 10 road race Nationals should be spread out over 30 different locations. This year's schedule of 34 Nationals featured only 25 different locations with seven tracks hosting two or more Nationals.

Dutchman Gerrit Wolsink, who won the 500cc USGP MX five times between 1974-79, has officially retired from active MX competition. Wolsink was honored at a stadium MX in

Amsterdam for his long career. One part of the ceremony featured a Dutch pop group performing a song called, "Thank you, Gerrit." Several riders joined the group onstage to add some background vocals.

Credits are being offered by JART to all riders who purchased a JART Rollchart for the AMA D-36 Diamond Back Enduro on October 10, 1983. JART understood that the gas stop was a known check, but it was run as a secret check. As a result, several riders using JART Rollcharts burned the check. If you had this problem, send the header portion of your rollchart to JART at 4673 Via La Prima Vera, Yorba Linda, CA 92686 and they will send you a credit for a future rollchart. They say this is the first time ever for such a problem.

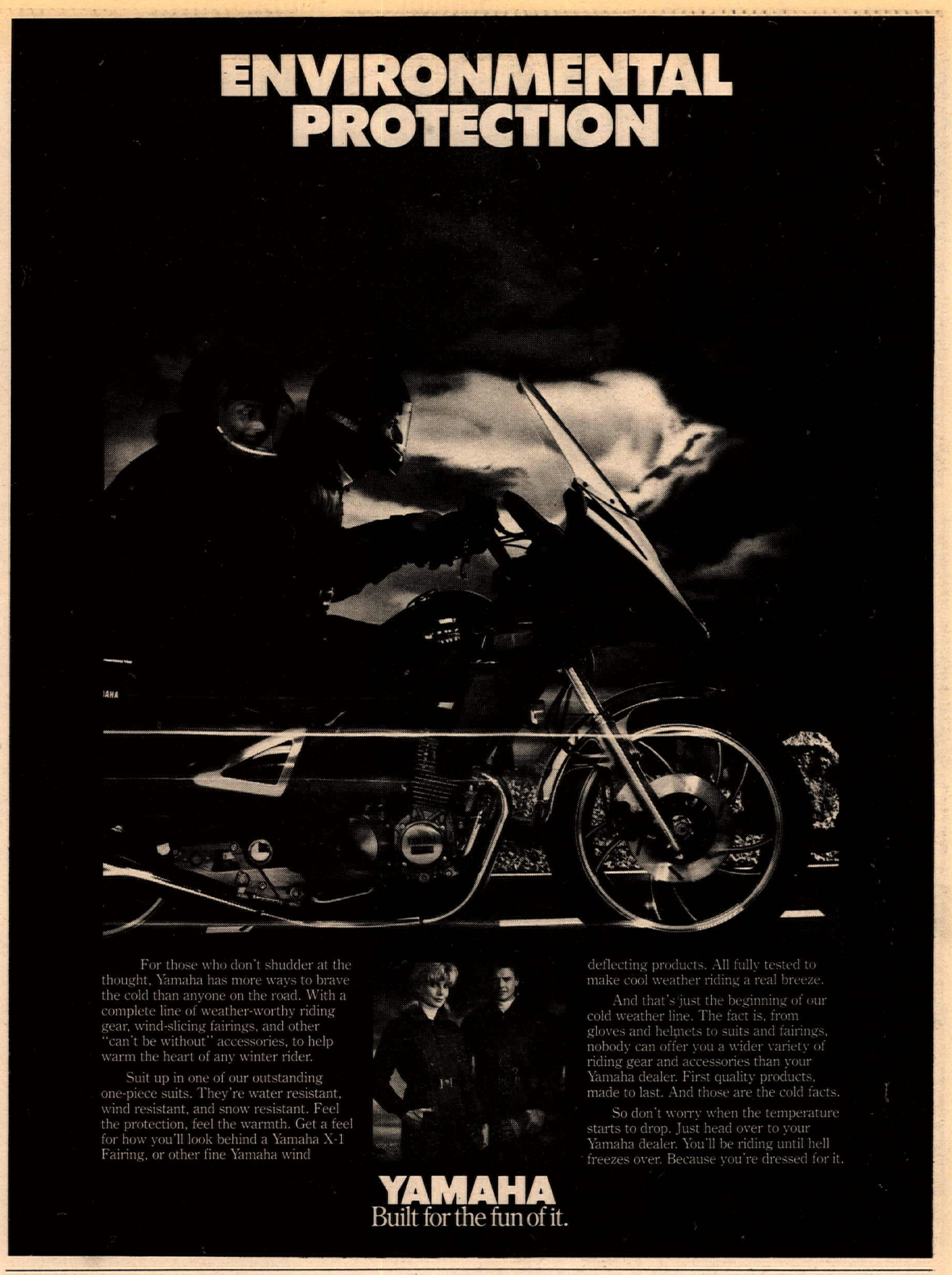
When Northern Californian Expert motocrosser Tony Sauer broke his back in June 1978, which resulted in being paralyzed from the chest down, it didn't seem to slow him down. During the weekend of October 1-2 at the Toyota/Coyote Smooth Track Championship for three-wheelers and Odysseys Sauer took second in the Stock class in his Odyssey.

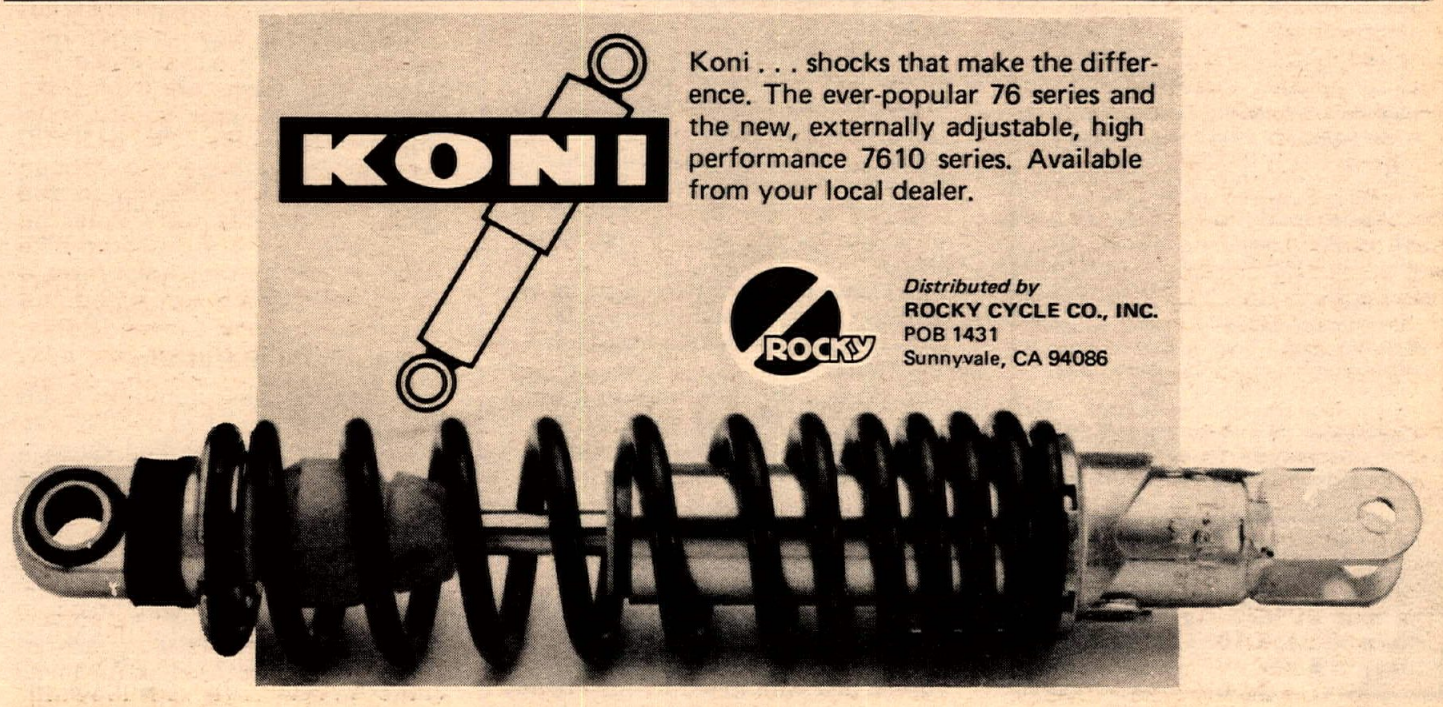
Gary Bailey, you know — the father of what's his name, the guy who won the Wrangler Super Series Grand National Championship and the 250cc National MX Championship and the Supercross Championship and World Championships in the Trophee and Motocross des Nations events, videotaped the team races in Belgium and Czechoslovakia and will offer VHS and Beta format tapes to the public "shortly." We'll fill you in on price, etc. as soon as Professor Bailey has the tapes rolling off the duplicating machines. Oh yeah, David, that's his name, David Bailey.

A new corporation, Watkins Glen International, Inc., has been formed to operate and manage the Watkins Glen road race circuit in the Finger Lakes Region of New York State. Conrad R. Stemski, president of Corning Enterprises, has been named chairman of the new corporation, and Bill France, Jr., president of International Speedway Corporation, has been named vice chairman. Corning Enterprises owns Corning Glass Works in Corning, New York. International Speedway Corporation owns and operates major racing facilities at Daytona Beach, Florida; Talladega, Alabama; and Darlington, South Carolina. John R. Saunders has been named the circuit's director. "We will shortly be announcing our schedule for 1984 and I believe it will be exciting," said Saunders. Reportedly, the Watkins Glen facility will host an AMA Grand National Championship/Camel Pro Series round next year.

HosPITal STOP: Just before presstime, we received word that the "Wheelie King," Doug Domokos, had broken his collarbone. We'll have more details in next week's issue.

The American Federation of Motorcyclists will hold a Halloween Endurance Road Race October 30 at Sears Point Raceway. AFM Superstreet rules will apply, with classes being 250, 450, 600, 750 and Open. There is a 75-team limit with two to four riders per team. A special prize will be awarded to the rider, pit person or turn worker wearing the best costume to the rider's meeting. For further information, call 415/482-3526. •





October 19, 1983 CYCLE NEWS

CYCLE NEWS WEST

America's weekly motorcycle newspaper

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4190 First Ave., Tucker, GA. P.O. Box 805, Tucker, GA 30085-0805.
(404) 934-7850.

Cycle News/West (USPS 141-340) is published weekly except the first and last week of the calendar year for $25 per year by Cycle News, Inc., 2201 Cherry Avenue, Long Beach, CA 90806. Second class postage paid at Long Beach, CA.
POSTMASTER: Send form 3579 to Cycle News, P.O. Box 498, Long Beach, CA 90801-0498.
Subscription rates: One year, second class mail, $25; two years, second class mail, $45; three years, second class mail, $68; 25 weeks, $14. Foreign rates available on request.
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ON THE FRONT PAGE: BMW's new sport bike, the K100RS gets a twisty-road workout. For a look at the new Germans, turn to page 16. Photo courtesy of BMW.

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VOICES

Boot in mouth

Jim Main, please except my most sincere and humble apology. I wrote my letter complaining about not getting my Barstow to Vegas application forms in mad frustration when it appeared that I and several friends would not even get a chance to enter B to V '83. I was hasty and out of line. The entry material we requested arrived a couple of days after I dropped my letter in the mail. I should have known.

I'm sure you've had a terribly busy year and many, many people (myself included) appreciate your efforts. I hope to be one of the 1200 entries to benefit from your efforts. It's going to be a difficult ride, though, what with a size 11 Hi-Point stuck in my mouth.

GEORGE SPALDING
Nederalnd, TX

Send O'Mara

I've read two published letters in your Voices section recently concerning Danny Chandler and the fact that he wasn't on the U.S. Trophee and Motocross des Nations teams. Whether he got "screwed" or not, I don't know. I do know that they picked one hell of a strong team, but I have a few questions about the way they were picked.

(1.) Should they pick a team based on outdoor and indoor points; to go to Europe and race outdoors?

(2.) Of all the good riders in every class, should they pick one 500cc National rider, one 250cc National rider and two 125cc National riders to go to Europe to race 250 and 500cc bikes?

(3.) If they do pick two riders from the 125cc class, shouldn't they at least pick the 125cc National Champ (Johnny O'Mara)?

O'Mara is the only man that was on both the 1981 and the 1982 winning teams. If anybody got screwed, I think it was the "O Show."

J.T. DONAHEW
Azle, TX

Oust the AMA?

As the 1983 Camel Pro Series winds down, I'm becoming increasingly disturbed and embittered by the mushrooming sequences of events brought on by the indecision and lack of professionalism among the ranks of AMA officials at recent Nationals.

As evidenced by myself, the fans who voiced their complaints and the letters in the Voices section of *Cycle News*, the last-minute track grooming at the Cicero Mile was a blatant infraction of all professionalism, especially since they had more than a month to prepare for the event. Consider the fans who may have flown in to attend the race; they had a last flight to catch at 6 p.m. costing $200 or more, and they had to leave during the third heat. I'm tired of it!

Then the series moved to Hamburg, New York, where the AMA couldn't decide if one, or two, downed riders was cause to red-flag a race. The riders were irrate about the AMA's "Mickey Mousing" around, and they were dead right.

The same weekend, Mark Jones and Hugh Humble were killed at Brainerd because of a "snafu" over exit and entrance procedures, when two days prior, plenty of riders voiced their dissatisfaction about the situation.

Fans, and above all, riders, start screaming. You ought to consider ousting the AMA and getting a professional riders association, complete with officials to run the races. The AMA can still arrange for Camel backing, etc., but when it comes down to actual racing, get them out of it.

Lastly, I extend my sincere sympathy to the family members and friends of Mark Jones and Hugh Humble.

ED DOERING
Milwaukee, WI

Announcing marathon

As the motocross community heads into the home stretch of the 1983 season, I'd like to pause and thank a bunch of super people and sponsors who greatly assisted my August cross-country announcing marathon. I traveled from the world's largest motocross, the NMA Yamaha Grandnationls in Ponca City, Oklahoma, to Pasadena, California, for the Miller High-Life Superbowl of Motocross, and back again that night for the final day at Ponca. It's tough when you need to be at two great races at the same time, and without the help of the following people, it could never have happened.

First, my drivers to and from the airports. In Oklahoma, Darryl "Lightning" Liberty of Weston, Missouri, and Dan Melbourne of JT Racing. At Pasadena, thanks to Jeff Hanzo. The trip sponsors, who made it all possible, were Jim and Lonnie Moore of Pro-Trac Trailers in Castaic, California, Mike Howard of So-Cal Racing Fuel in Carson, California, Dave Rogers of Bel-Ray Lubricants in Irvine, California, and James Yehl and Michael McNevin of The Jones Optical Company in Boulder, Colorado.

Thanks also to the good guys from Yamaha Competition Support; Ed Scheidler, Cliff Lett, Joe Wilson, Mike Chavez, Clark Jones, and a special thanks to Willie Amaridio for emergency road service late at night in Hurricane Mills, Tennessee. Finally, Ron Henrickson, Ted and Patty Moorewood of the National Motosport Association and Rich Winkler and Michael DiStephano of Stadium Motosports Corporation.

Thanks should go also to all the wonderful spectators and participants at both events for your kind encouragement and appreciation. It was a great trip. I only hope that next year there will be no scheduling conflicts, so that I will be able to give full effort to each incredible show. Again a heartfelt thank you to all.

HAL SANGUINETTI
Announcer, TNT Productions

Supercross rip off?

As a race fan from way back, I was really happy to hear that northern California would be holding a Supercross Stadium race at Cal-Expo. However, the promoter insults the intelligence of northern Californians. For a month, advertisements were made representing that all factories and factory riders would be "fighting it out," leading most of us to believe that stadium greats such as Hannah, Bailey, O'Mara, Schultz, Barnett, Meyerscough, etc. would compete. Well worth the $18 tickets, right? Wrong. None of these riders were on the program. Although Glover and Leichen put on quite a show, the advertised "race of factory riders" did not take place. And, to add injury to add injury to insult, our local hero, Danny "Magoo" Chandler, wasn't on the program either, although he, too, was advertised to be competing.

I'm sure the race was a great financial success, but from my point of view, it was a success at the expense of the race fans. Let's hope the next time the promoter produces what he advertises.

KEN SHOREEN
Nevada City, CA

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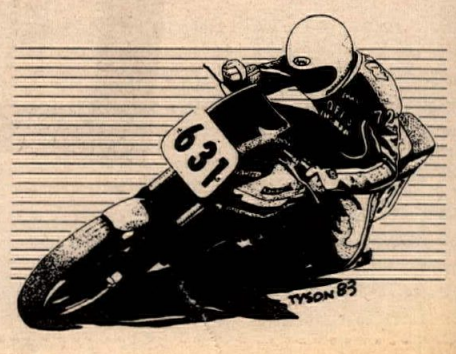

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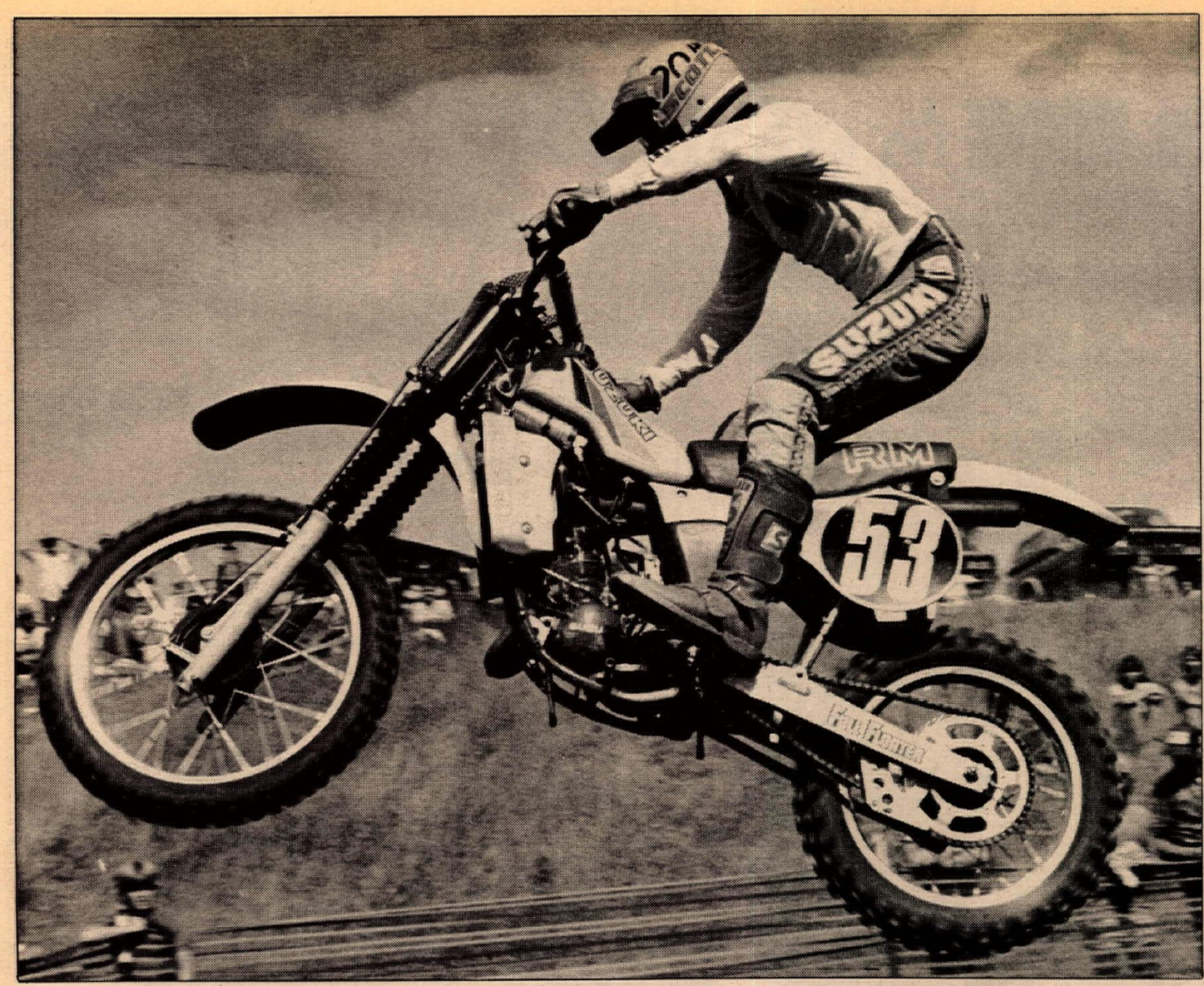


(Clockwise from above) George Holland blitzed the 125cc Pro class and took over the points lead. Holland handily took the win each time out. A.J. Whiting had two impressive rides taking thirds in both motos for third overall. Scott Manning, here leading 500cc series leader John Whelchel, stole the holeshot in both motos, but bad luck kept him out of the standings.

Trans-Cal Series: Round 3

Holland, Myerscough, Finkeldey bag Trans-Cal wins

By Kit Palmer
Hollister, CA, OCT. 9

George Holland, Brian Myerscough and John Finkeldey were the big winners at the third round of California Motorsports Club's Diet Coke sponsored Trans-Cal series. Suzuki's George Holland overtook the points lead in the 125cc class while Honda's Johnny O'Mara and Danny Chandler, who were in first and second going into the event, were busy racing in Japan. In the 250's, Myerscough extended his points lead while the Open class leader John Whelchel's points advantage dwindled to only four over Finkeldey.

The 250cc class was the only class where qualifying was necessary. There were two qualifiers and each took the top eleven riders. The rest were sent to the consolation race and only the top five riders could transfer to the main. The main consisted of two motos, each worth points. However, the top 10 leaders in the series did not need to qualify.

Qualifiers

Team Tamm member Todd Harrell easily captured the win after he took an early lead and held on to it throughout the moto. Harrell's main concern was Husqvarna's Andrew Jefferson. Jefferson settled with second followed by Yamaha-mounted Jon Nelson. Bryan Maloney, on a Honda, took fourth while Shawn McConn, on a Yamaha, took fifth.

Robbie Brown put his Honda into the lead in the second qualifier while Kawasaki-mounted Robert Laughlin followed close behind. Brown enjoyed a three-second lead throughout the race. When the checkered flag appeared, it was Brown who crossed first followed by Laughlin, Dean Welsh, Mark Rougg and Andy Guth.

Consolation

Scott Conaway and his Yamaha led from start to finish in the Consolation race while heavily pursued by Honda-mounted Scott Keller. Throughout the moto, Keller put heavy pressure on Conaway, but Conaway held on for the win. Keller followed in second then Greg Pehnington, Rick Luther and Brent Shermak.

Mains

The first moto of the Mini class saw last week's Cal-Expo winner Eddie Hicks jam into the lead aboard a new 1948 YZ80. Suzuki's Jim Brown followed in second, but by the second turn, Mike Healey stuffed his Honda under Brown for the second spot. In fourth was K. Lewis on a Kawasaki and Mike "Mouse" McCoy, on top of a white and orange Kawasaki, followed in fifth. By the second lap, McCoy put his Kawasaki past Lewis taking over the fourth spot. But McCoy's drive didn't end there. He held the gas wide open and started to reel in Brown. Soon, McCoy slipped past Brown while Hicks was busy enlarging his lead to seven seconds over Healey. Near the end of the moto, McCoy began putting heavy pressure on Healey. But, time ran out as Hicks crossed the finish line first ahead of Healey, McCoy and Brown.

The second moto was another easy romp for Hicks. The Yamaha pilot rocketed into the lead and that was all he needed to take the win. Healey stayed close to the leader, but it wasn't enough to put much pressure on Hicks. But, McCoy put the pressure on Healey and took over the second spot on the last lap. Hicks took the win followed by McCoy, Healey and Lewis.

Without O'Mara or Chandler, the 125cc class was up for grabs. After the gate dropped for the start of the first moto it was Suzuki pilot Rick Ryan who captured the holeshot against thirty-nine, win-hungry riders. Ryan was closely pursued by Holland, Steve Vlahos, on a Honda, Yamaha-mounted Mike Beier, Mike Larson, Larry Brooks, who were both on Honda's, Rodney Smith and Mark Flesia on Yamahas. However, Ryan's lead was cut short when Holland snuffed Ryan in the second turn, and by the end of the first lap, Holland had developed a somewhat comfortable lead. On the same lap, Beier past Vlahos overtaking the second spot. Then Vlahos dropped out of the race handing Larson third, who was only a few seconds behind Beier. Beier started to close in on Ryan, and by the end of the second lap, Beier had taken care of Ryan for second. Holland, though, was out in front with a six-second lead. Soon after, Larson and Brooks both slipped by Ryan, who began to slowly fade back to 10th. Smith and Yamaha-mounted Brian Manley took over the fifth and sixth positions. On the fourth lap, nearing the start-finish area, Beier went over the bars hitting the ground hard. He recovered very quickly, but the throttle began sticking wide open. By the time he got back on the track, the whole field already passed him. Larson took over

second while Brooks followed in third. A few laps later, Larson also went down dropping to the back of the pack. Smith, who only a few moments earlier snuck by Brooks, took over second. Mike Fisher, on a Yamaha, worked his way into fourth after a fair start. From there, things stayed the same to the finish.

Round two saw Mark Flesia and his Yamaha roost to the front of the pack inches ahead of Larson, Smith, Holland and Brian Manley on a Yamaha. There was no taming Holland who, by the end of the first lap, had already control of the lead after passing Flesia on the inside of a tight left-hand turn. At the end of lap two, Holland's lead grew to over seven-seconds over Smith, who a few turns earlier, had snuck by Flesia. Fisher put the move on, by picking off riders until he landed second a lap later. Beier, after a fair start, put himself into third near the halfway point. Gary Bowman, on a Suzuki, moved up to fourth, then near the end of the moto, Bowman zapped Beier. But Beier retaliated quickly. Holland took the win ahead of Fisher, Beier, Bowman and Smith.

250 Main

One of Team Tamm's hotshoe is Jeff Hicks. Hicks rides a 1984 production Honda and he is proving to be a real threat in the 250cc class. During the past two Trans-Cal races, Hicks has, at one time or another, led or won every moto. As usual, Hicks was again in top form and was found in the front of the pack at the start of moto one. Hicks was followed by Kawasaki-mounted Robert Laughlin, David Taylor, on a Honda, Bill Grossi, current points leader Brian Myerscough, Mike Tripes and A.J. Whiting. By the end of the second lap, Myerscough took control of the second spot. Myerscough, during practice, broke his current mount and had to ride his '83 CR. He managed to reel-in Hicks anyway by the third lap. But, Myerscough stalled his Honda on the bottom of a very steep downhill. He managed to restart it quickly enough to hold on to second. However, Myerscough lost six-seconds to Hicks, but "Flyin' Brian" again lasoed Hicks, then the two leaders engaged in a very exciting dogfight for the top spot. Myerscough did all he could to get around Hicks, but the Team Tamm rider would shut the door on Myerscough in every turn. This battle remained this way for the next five laps. Then, in the back section, Myerscough put his Bill Chapin-tuned Honda into the lead. A lap later, Myerscough was able to stretch his lead to a few seconds over Hicks. Whitting was having a great ride after putting his Yamaha into third only a few laps into the race. Grossi followed ahead of Bryan Maloney and Jefferson. For Myerscough, it was smooth sailing to the checkered flag. Hicks followed in second ahead of Whiting, Maloney and Harrell.

Myerscough put his Honda into the lead at the start of the second moto, while his main concern was found in fourth, Hicks. In between followed Laughlin and Harrell. Jerome Heiberger was back in fifth. By the end of lap one, Harrell took over second while Hicks followed Harrell into third. The Team Tamm teammates battled for a couple of laps, then Hicks took control of second. Myerscough, by then, had already developed a sizable lead. He went on to take the win ahead of Hicks, Whiting, who put in another great ride, Heiberger, Jim Tarantino and Harrell.

"I wanted to get a good start," said Myerscough after his win. "I had to get out in front of those guys really early instead of having to work my way up. Luckily I got a good start. I cut to the inside and got ahead of them."

"I had a bad start," said Hicks. "I gave up a lot of ground at the gate, but I made up for most of it before I even got to the first corner. Luckily I had a gap on both sides of me at the gate, so I wasn't immidiately boxed off."

After a first-moto restart, Yamaha-mounted Scott Manning jammed in to the lead in the Open class ahead of Tim Locey, on a Honda, John Whelchel, KTM's John Finkelday and Greg Torgerson. But, in the second turn, both Locey and Whelchel dove under Manning taking over the first and second spot. During the second lap, Locey held a three-bikelength lead over Whelchel then Manning. Larson was in fourth followed by Finkeldey. A lap later, Finkeldey passed Larson for fourth. Locey and Whelchel pulled away from the pack in a duel for the lead. Many times the two leaders were side by side. During the fifth lap, Whelchel saw his chance and made his move taking over the lead. Whelchel held the throttle wide open and went outside of Locey in a wide, sweeping turn. Then Finkeldey also snuck up and passed Locey soon after. A lap later Whelchel dropped his bike. "My front wheel washed out on the right hander through a groove in the tree section," commented Whelchel afterwords. Finkeldey inherited the lead while Whelchel got going again in third. But Larson quickly slipped past Whelchel and he then set after Locey. Larson and Locey battled with the advantage going to Larson shortly after. Whelchel also nipped Locey a few turns later. Near the end of the moto, Finkeldey developed a 19-second lead over Larson. Finkeldey easily took the win ahead of Larson, Whelchel, Dan Conway and Locey.

Manning shot into the lead again at the start of the second moto, but Mannings efforts ended early on the first lap when he came to a sudden halt handing the lead over to Whelchel. Jim Ellis, on a Yamaha, followed in second ahead of Finkeldey, Conway and Larson. Before the second lap, Finkeldey stuffed it around Ellis. Finkeldey ran into some problems and dropped back two spots. However, Finkeldey didn't give up. He quickly made up the positions he lost. Near the end of the race, Finkeldey reeled in Larson and took control of second. The KTM pilot began making up distance on Whelchel, but time ran out. Whelchel took the win ahead of Finkeldey, Larson, Larry Wosick and Ellis.

After the race Whelchel said, "He (Finkeldey) almost caught me, he was right there in the end. For a while, my chalkboard said we were the same distance apart throughout the race. Then all of a sudden a last minute charge."

"Finkeldey was about 10 bike-lengths behind me," said Larson. "And within two corners, he went by me. I don't know where he came from."

Whelchel still managed to hold on to a slim four-point lead over Finkeldey in the standings. •

Brian Myerscough (45) and Jeff Hicks spent most of the first moto this close. Hicks led for about eight laps before "Flyin' Brian" made his move. Myerscough won the second moto with ease and took the overall.

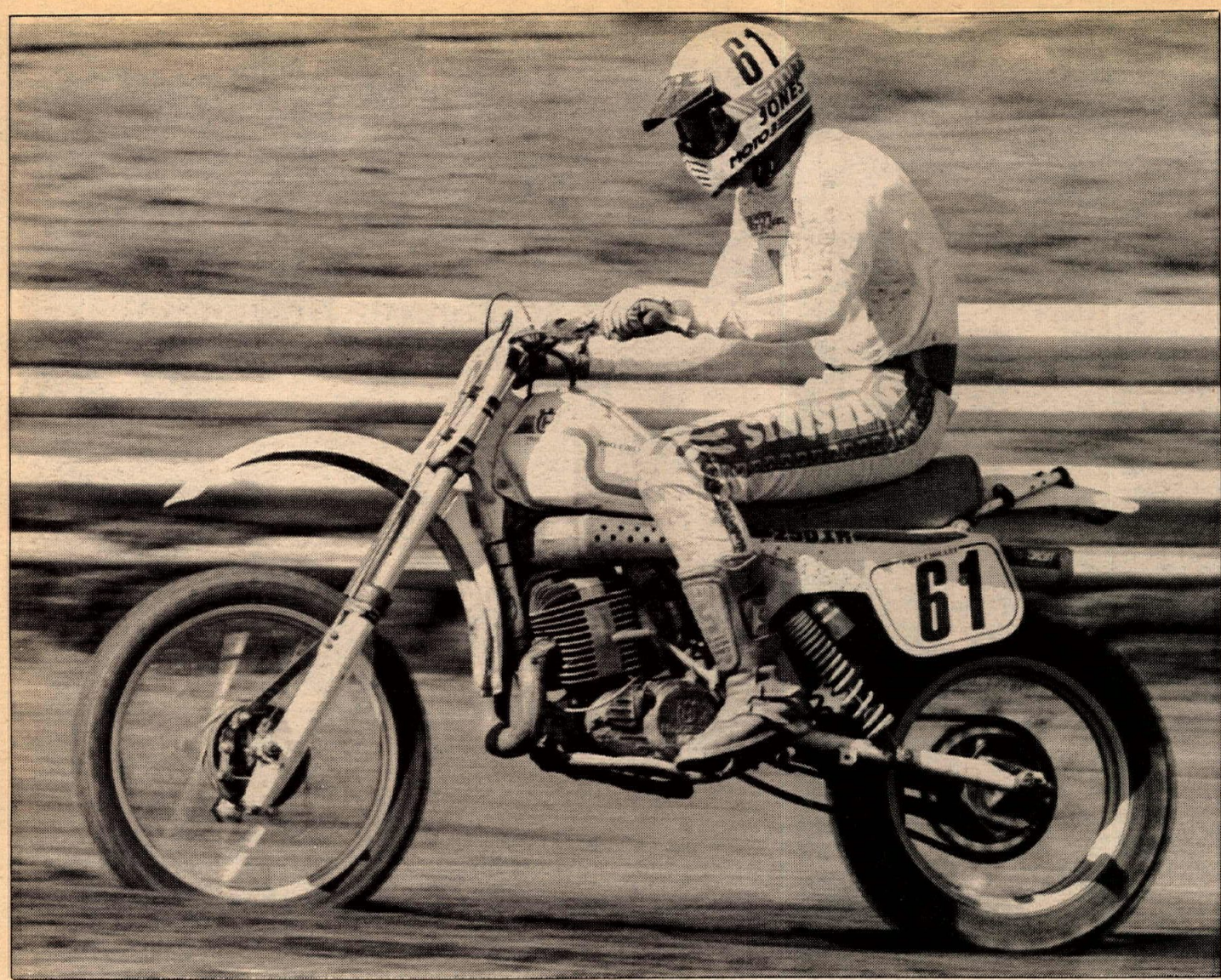
John Finkeldey finished tops in the 500cc class, but trails Whelchel by four points in the standings. Finkeldey rode to a 1-2 tally.

Results

125 PRO: 1. George Holland (Suz), 1-1; 2. Mike Fisher (Yam), 4-2; 3. Rodney Smith (Yam), 2-5; 4. Gary Bowman (Suz), 7-4; 5. Larry Brooks (Hon), 3-9; 6. Brian Manley (Yam), 8-6; 7. Chris Heisser (Hon), 6-8; 8. Mike Larson (Hon), 5-11; 9. Jeff Frisz (Hon), 13-7; 10. Steve Vlahos (Hon), 11-10.

250 PRO: 1. Brian Myerscough (Hon), 1-1; 2. Jeff Hicks (Hon), 2-2; 3. A.J. Whiting (Yam), 3-3; 4. Todd Harrell (Hon), 5-6; 5. Bill Grossi (Yam), 6-7; 6. Bryan Maloney (Hon), 4-10; 7. Andrew Jefferson (Hus), 11-9; 8. Jim Tarantino (Hon), 16-5; 9. Micky Dymond (Hus), 13-8; 10. Shawn McConn (Yam), 10-11.

500 PRO: 1. John Finkeldey (KTM), 1-2; 2. John Whelchel (Yam), 3-1; 3. Phil Larson (Hon), 2-5; 4. Larry Wosick (Hon), 6-3; 5. Dan Conway (Hon), 4-6; 6. Jim Ellis (Yam), 7-4; 7. Scott Johnson (Yam) 8-7; 8. Don Turk Jr. (Hon), 10-8; 9. Phillip Oveland (Hus), 11-9; 10. Gordon Ward (Hon), 12-12.



(Top left) "Old Man" Gary Jones used a smooth riding style to outdistance his younger competitors and take the Class 22 win. (Top right) Chuck Minert, the 43-year-old winner of Class 38, about to jump from the course's asphalt section onto the dirt. (Middle right) Class 21 winner Mike Sixbery leans it over. (Above right) The winners whoop it up on the victory podium. (Above left) Class 20 winner Kevin Hopkins takes an early lead.

SCORE Off-Road World Championships

Jones runs up the SCORE in Riverside

By David Edwards

RIVERSIDE, CA, OCT. 1-2

Former National Motocross Champion Gary Jones overcame a miscue on the starting line and competitors 10 years his junior to take the top motorcycle honors at the 11th annual Bridgestone SCORE Off-Road World Championships.

When the first wave of motorcycles took off down the start straight — a long, wide affair that prompted one spectator to describe the action as a "mini Oklahoma Land Rush — Jones didn't have his Pro Circuit-sponsored Husqvarna XC500 in gear. "I was still in neutral when they gave the two-minute sign," said Jones, explaining his poor start. "Then they dropped the green flag and away everyone went."

It didn't take the 1972-74 250cc motocross champ long to get going and recoup the ground lost to his Class 22 (Open) competitors. By the second lap of the 10-lap race he had moved through the sparse field of Open riders and closed in behind early leader Chuck Miller, riding a Team Honda CR480. He soon dispatched Miller to second, and for the next few laps, the two pulled away from the rest of the field. On lap nine, Miller's chase came to an abrupt end when he pulled off the track with mechanical problems. "It seized," was Miller's simple comment as he began the long push back to the pits.

From that point on, Jones cruised to the victory. "No one figured I could do it because I was too old," said the 31-year-old Jones, "but I smoked 'em just the same." Jones described the Riverside International Raceway course, which was laid out to accomodate the much less manuevrable off-road cars, trucks and buggies, as "real fast and not very rough." Jones commented further, saying, "It was more like a road race. I knew that whoever had good power and good brakes would win." Jones estimated his top speed along "Thompson's Ridge," a wide-open, off-camber section, at 102-103 miles an hour.

After Miller's departure, Dan Ashcraft, also riding a Husqvarna XC500, inherited second place. Bryan Breker, younger brother of Team Honda motocross rider Goat Breker, placed his Honda in third.

Class 22

"Sizzlin' Mike" Sixbery traded in the Open-class bike he usually rides in off-road events for a Covina Yamaha-sponsored YZ250, and the change

must have been to his liking as he took the Class 22 (250cc) win.

Kent Pfieffer jumped into the lead at the start, but Sixbery swooped past the Team Honda rider as they came off the ultra-fast "Thompson's Ridge." Sixbery went unchallenged for the remaining laps. "I just bought this bike for this race," said an exuberent Sixbery after the race. "It's completely stock, right down to the front and rear tires. The engine only had five hours on it, so I wasn't even sure that it was broken in."

Although Sixbery's ride in the final was relatively uneventful, his heat race on Saturday more than made up for it. "I almost went over the handlebars while dicing with Bill Boyer," Sixbery explained, "I went over a jump and when I landed, the front end dug in. I was way over the handlebars with my feet in the air. Then I hit something else that threw me back in the seat. I didn't think about it afterwards, or else I would have slowed down."

Team Honda rider Boyer finished in second in the overall results and Tim Cauby, aboard a Yamaha was third.

Class 20

Kevin Hopkins didn't get the holeshot in Class 20 (125cc), but by the time the pack had funneled through the "desert" portion of the course and jumped onto the short asphalt section, the Team Honda rider was in the lead and pulling away to the win.

"It was a good race," said Hopkins afterwards, "I wasn't leading in the first corner, but after that, I didn't have any problems. The bike ran great; it's a box-stock CR125 with the exception of taller gearing."

Overall, Kevin Postel, Hopkin's teammate in long-distance off-road events, followed in second place, and Donnie Morrison, who won the Class 20 race last year, finished third.

Class 30

Honda-mounted Ron Christner had a rather easy time of it in Class 30 (riders over 30 years of age) as he was the only one entered in the class. "I'm just glad that Gary (Jones) didn't enter the class," Christner joked after the race. "It was an easy day for me, but I tried my best; we all have a little competitive blood in us. I'm just disappointed that more people didn't enter."

Class 38

Forty-three-year-old Chuck "Feets" Minert, legendary for his exploits on BSAs, left his fleet of English bikes in the garage and rode a Lebard and Underwood Honda CR480 to the Class 38 win.

Minert, who admits to owning 13 or 14 BSA's, took the lead at the start and powered away from the other riders in the class. "Marvelous," was Minert's assessment of the race. "The course was well-prepared, it was almost like a TT course; it wasn't physically demanding like a motocross." When reporters asked his age after the race, Minert quipped back, "Forty-three, but you have to remember, I'm a little boy stuck in an old man's body." •

Results

CLASS 22: 1. Gary Jones (Hus); 2. Dan Ashcraft (Hus); 3. Bryan Breker (Hon); 4. Chuck Miller (Hon); 5. Bob Rutten (Hon); 6. Tom Kelly (Hon).

CLASS 21: 1. Mike Sixbery (Yam); 2. Bill Boyer (Hon); 3. Tim Cauby (Yam); 4. Darren Sykes (Kaw); 5. Wayne Sykes (Kaw); 6. Kent Pfieffer (Hon); 7. Larry Fife (Hon); 8. Scott Pfieffer (Hon); 9. Doug Yarnell (Hon); 10. Oren Beck II (Hus).

CLASS 20: 1. Kevin Hopkins (Hon); 2. Peter Postel (Hon); 3. Donnie Morrison (Hon); 4. Chris Chambers (Yam); 5. Kurt Pfieffer (Hon).

CLASS 30: 1. Ron Christner (Hon).

CLASS 38: 1. Chuck Minert (Hon); 2. Hoyt Statham (Yam); 3. Lou Peralta (Yam).

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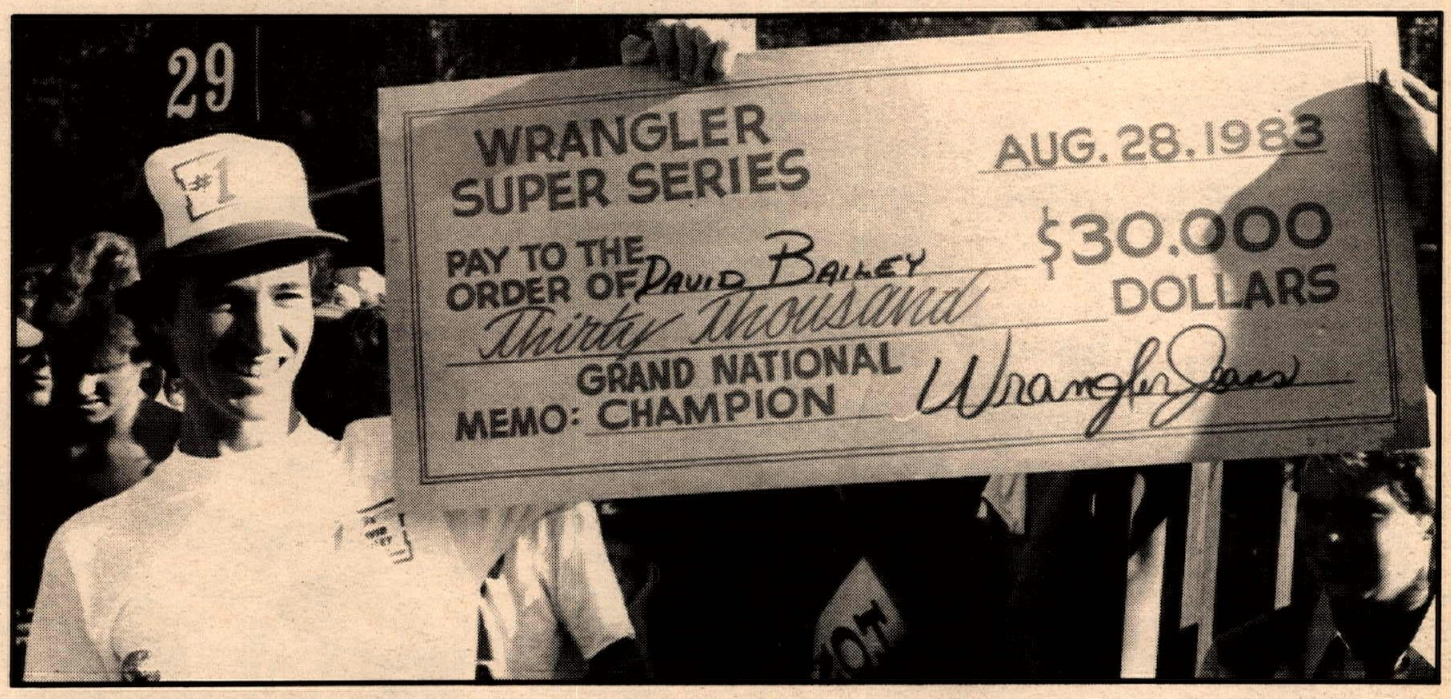

"Can you believe it? I start the year out with a stadium win in Anaheim, and things were looking good. Now, one sprained ankle, one broken foot and 27 races later, I'm a triple crown winner. It still doesn't seem like reality, but I'm starting to accept it. It's what I wanted, more than anything else at this point in my life, and I did it.

"I owe thanks to more people than I'll probably remember. My family has always been there when I needed them, and you can't imagine how much fan support does for my attitude.

"The Wrangler Brand deserves more credit than I alone can give them. They invest large amounts of money in the sport I make my living at, and for that I say thank you. I'll help them out whenever the opportunity presents itself throughout 1984, when carrying the #1 Wrangler Super Series plate.

"Team Honda put me where I am, no doubt about that. My tuner, Cliff White, gave 110 percent to make me a winner; my bike never let me down once throughout the entire season! Jeff Spencer, the team trainer, helped me through some really bad times, when injuries almost had me out of the points chase. Dave Arnold, the team manager, and Roger DeCoster were also instrumental in my success.

"I was well protected at every race by JT racing apparel and Scott goggles. Bel-Ray lubricants and Champion spark plugs kept my machine capable, no matter what the conditions.

"Well, that's about it. If I forgot anyone, I'm sorry. I'll be back for more in '84, so see ya then!" . . .

David Bailey

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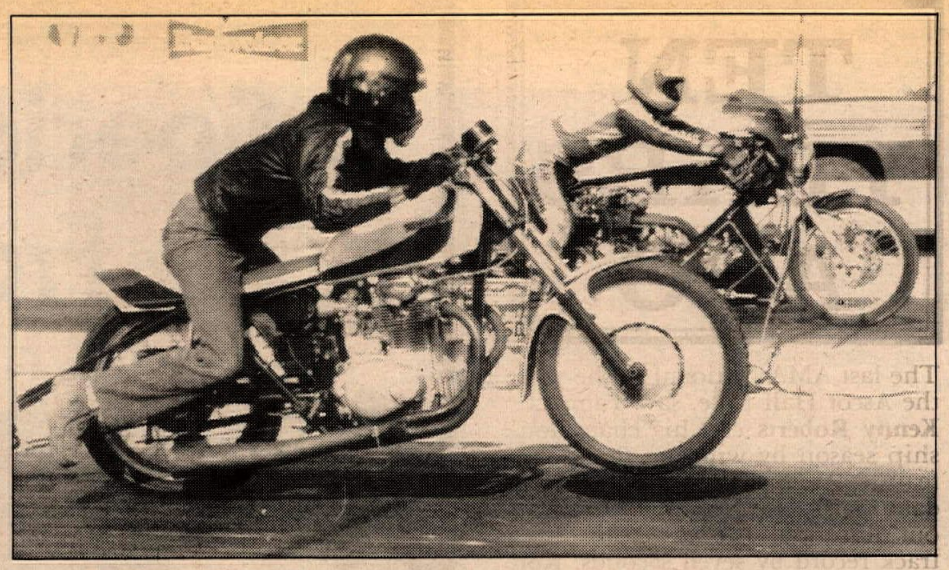
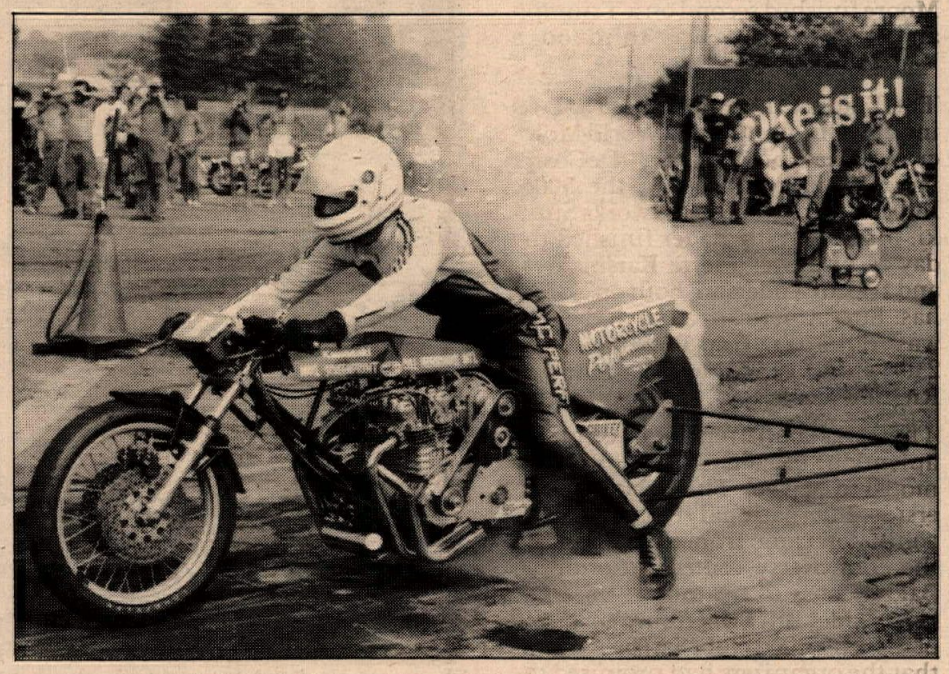
Eddy Lejeune threads his way through a rocky section in Finland. Lejeune's win gave him the Championship for the second cosecutive year.





(Top) Terry Horn pulled an upset in Competition Eliminator on his 350 Honda, shuttling down John Minonno's Triumph. (Above) Top Fuel winner Steve Stuter warms up his supercharged Kawasaki.

World Championship Observed Trials Series: Round 10

Lejeune clinches title in Finland

By Mike Rapley

ESPOO, FINLAND, SEPT. 18

Eddy Lejeune, the 22-year-old Belgian Honda rider, retained the trials World Championship he first won last year with a convincing demonstration of his superiority in the Finnish round of the series. Lejeune was the only rider to stay in double figures over a tough two lap course, beating French youngster Philippe Berlatier by 17 marks.

Lejeune was the favorite to win, but he still had American Bernie Schreiber to contend with. Schreiber could conceivably have won the series with three wins, and Lejeune way out of touch. It was not to be, for it was Schreiber who was way out of touch, finishing a disappointing fifth to hand the title to Lejeune for the second consecutive year.

The trial was held on an 18-mile, 21-section course which proved difficult. Yet almost without exception, every rider reckoned it was one of the best organized series rounds. Not only was the course well marked for the riders, it was also well marked for the spectators who had first class signposting to tell them where to go.

With Lejeune in a class of his own, Berlatier just scraped into second by cleaning two sections more than fellow Frenchman Theirry Michaud, who lost the same number of marks. Spaniards Luis Gallach and Toni Gorgot were fourth and sixth, making sandwich of fifth placed Schreiber. The best of the Fantic riders was American round winner John Lampkin who lost the same number of marks as 1981 Champion Gilles Burgat, but had three cleans more than the Frenchman and took seventh.

The sections were predominately rocky with some over huge, grippy boulders, while others were up smooth rock faces that became more difficult as the trial progressed.

Even though there was a generous seven hour, 20 minute time allowance, some riders found time tight. Taking far too long on the first circuit didn't pay dividends for the sections became covered in a thin film of muddy slime and were considerably more difficult the second time around. Only one rider improved on his first lap score and that was 10th placed Yrjo Vesterinen, who went around on his second circuit for one mark less than he had on his first.

Lejeune proved to be the master of Finland right from the start, opening up a three mark advantage over Berlatier after five sections, a lead he was not to lose. He knew a good ride in Finland would secure him his second title, and considered the pressure to be on the others rather than him. Lejeune knew they had to beat him. He knew he is currently the best and went out and proved it. •

Results

BEST PERFORMANCE: 1. Eddy Lejeune (Hon) 89; 2. Phillipe Berlatier (Ita) 106 (6 cleans); 3. Thierry Michaud (SWM) 106 (4 cleans); 4. Luis Gallach (Mon) 112; 5. Bernie Schrieber (SWM) 119; 6. Toni Gorgot (Mon) 122; 7. John Lampkin (Fan) 123 (7 cleans); 8. Gilles Burgat (Fan) 123 (4 cleans); 9. Bernard Cordonnier (SWM) 124; 10. Yrjo Vesterinen (Bul) 125.

WORLD CHAMPIONSHIP POINT STANDINGS: 1. Lejeune (129); 2. Schreiber (98); 3. Micahud (80); 4. Burgat (78); 5. Gorgot (67); 6. Berlatier (45); 7. Cordonnier (34); 8. Lampkin (33); 9. Gallach (23).

AMA/Dragbike! Drag Race Series: Round 13

Morehead lassoes Steerhorn National

Photos by D.D. Cleveland

FORT WORTH, TX, SEPT. 24

Reggie Moorehead blasted out a victory today on his Suzuki Pro Stocker in his first National event. In the final, Morehead mustered a 9.13 to stop Harry Lartigue, holder of low ET in Pro Stock at 8.91. Morehead recorded a 148-mph clocking to Lartigue's 146. Lartigue hit an off-pace 9.30 ET on the run.

In Top Fuel, the final found National number one Steve Suter facing hometowner Willie Morris. Morris had tuning difficulties and shut off while Suter clocked out a 7.83 at 166.77 mph for the win.

Pro Dragster was filled with drama as the semi round featured Mick Bengert taking the bye against a broken Pete Rogers, and breaking a chain just after launching. Bengert had earlier run an 8.69 and was trying to back it up with at least an 8.78 for a record. The current record was 8.70 set by Jim McClure in 1979. In the final, Bengert returned to face the Harley-mounted Ray Lafayette. The scene was a repeat of the prior round as Bengert's chain slid off the sprocket when he let out the clutch, terminating his chances for a win or the record. Lafayette sailed to a 9.0 clocking at 148 mph for the win.

Competition Eliminator was the event's second-highest turnout behind ET 2 in entries, and fast-paced action abounded as a new face topped the ladder, with Terry Horn on his H/Altered machine doing the winning.

ET 2 was won by Jim Snyder on a '78 Kawasaki which ran an 11.96 on an 11.64 dial-in to top Tom Klemme. In ET 3, Ken Mayfield on a 750 Kawasaki topped the class with a 12.52 clocking, with Ed Mazzolini on a 1000 Kawasaki the runner-up, posting a 12.92 clocking on a 12.80 dial-in. In ET 4, Richard Hess, Texas took the victory on his 650 Kawasaki over runner-up Shannon Taylor. His 348cc Honda reset the class records and racked up 650 points. Runner-up in Competition Eliminator was the Triumph twin ridden by Jon Minonno.

Modified eliminator was won by Mike Hickey after some confusion by runner-up Tom Poole. Poole was in his first competition at Green Valley and ws confused by the win-lose indication on his time card. Officials agreed that the method of indication was confusing since it was so different from the regular marking. Becaus of the "miscue," Poole and his pit crew will be "guests" of AMA/Dragbike at a future event.

In Stock Eliminator, Bubba Cauthen kept his Harley Sportster's win streak going with a final-round victory over the red-lighting Kawasaki 900 B/SS ridden by Dalton Green. Cauthen hit 11.80s all day.

Pro ET was won by the Dallas-based Kawasaki 1200 ridden by Lucky Turner, running a booming 9.65 on a 9.55 dial-in to top the AA/Modified crossover machine ridden by Dawn Alee, who blasted out a 9.18 on a 9.10 dial-in. •

TEN YEARS AGO

The last AMA National of the year, the Ascot Half Mile, saw Yamaha's **Kenny Roberts** cap his championship season by winning the 20-lap feature. After early leader **David Aldana** crashed his Norton, Roberts ran out in front all the way to break the track record by seven seconds. **Ron Moore** finished second on a Triumph and **Randy Scott** was third on a Yamaha.

The Trans-AMA series moved to Lexington, Ohio, and 500cc World Motocross Champion **Roger DeCoster** moved out front, taking the 500cc International class on his works Suzuki. Maico's **Willi Bauer** finished the day second over **Pierre Karsmakers** and **Hakan Anderson,** both on Yamahas. First American, at sixth overall, was Bultaco's **Jim Pomeroy.** The 250cc Support win went to Honda's **Rich Eierstedt.**

There was controversy and confusion aplenty in the big off-road race promoted by **Mickey Thompson** at Riverside International Raceway. The confusion came from all angles, but the controversy centered around **Al Baker's** pass of up-to-that-time Pro class leader **Bill Silverthorn** on lap 10 of the scheduled eight-lap race. Seems that the organizers had promised the spectators an hour of racing, and forgot to figure in extra laps when they shortened the course by a mile or so.

Jim Holley and **Mike Brown** finished 1-2 in the Mini class of a CRC Indian Dunes motocross, with Holley riding a Yamaha and Brown being Indian mounted.

Wayne Rainey utilized a Suzuki to win the 100cc Amateur class of a Corona Raceway TT scrambles. In other action from that race, **Rex Hailey** won both the Open and the Special Amateur/Expert races.

In the 250cc Junior GP class of an ACA road race at Carlsbad Raceway, the finishing order read **Wally Karpynec** (Yam), **Ray Tophan** (Kaw) and **Harry Klinzmann** (Yam). Karpynec also won the 350cc Junior GP class.

One hundred and twenty-five riders started the Black Coal National Enduro. When it was over there were only two finishers, Penton rider **Jack Penton** and Husky pilot **Bill Kain.** As far as the scoring for the win was concerned, Penton beat Kain by one point for the overall. The rest of the scoring was done by individual checkpoints.

Ascot Park held a TT the night before the National half mile, and **John Hateley** and his Triumph proved to be the ones to beat in the Expert main. In the Junior main it was another Triumph rider, **John Gennai,** taking the win, and in the Novice race the victory belonged to Kawasaki rider **Dennis Briggs.**

Mike Bast topped defending National Speedway Champ **Rick Woods** in the Scratch main at Costa Mesa's weekly speedway fest. In the Handicap main it was **Bill Meister** finishing first ahead of **Mike Curoso** and **Bruce Penhall.**

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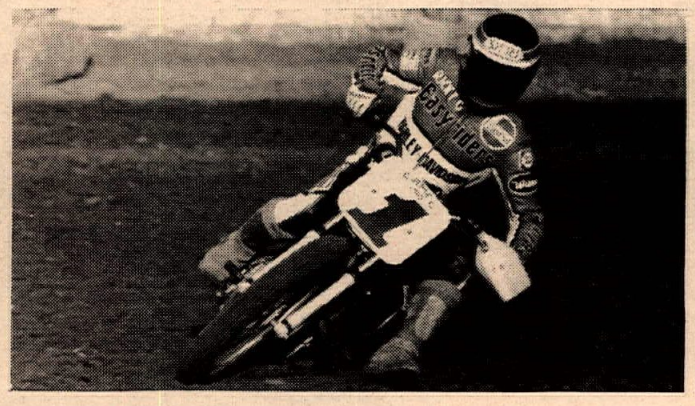

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Race Notes

SHOEI Helmets Sweep Springfield Mile. RICKY GRAHAM backs up last week's Ascot win by taking the Springfield, IL Camel Pro National Mile for the third consecutive year. JIMMY FILICE completes the SHOEI sweep with a solid second place.

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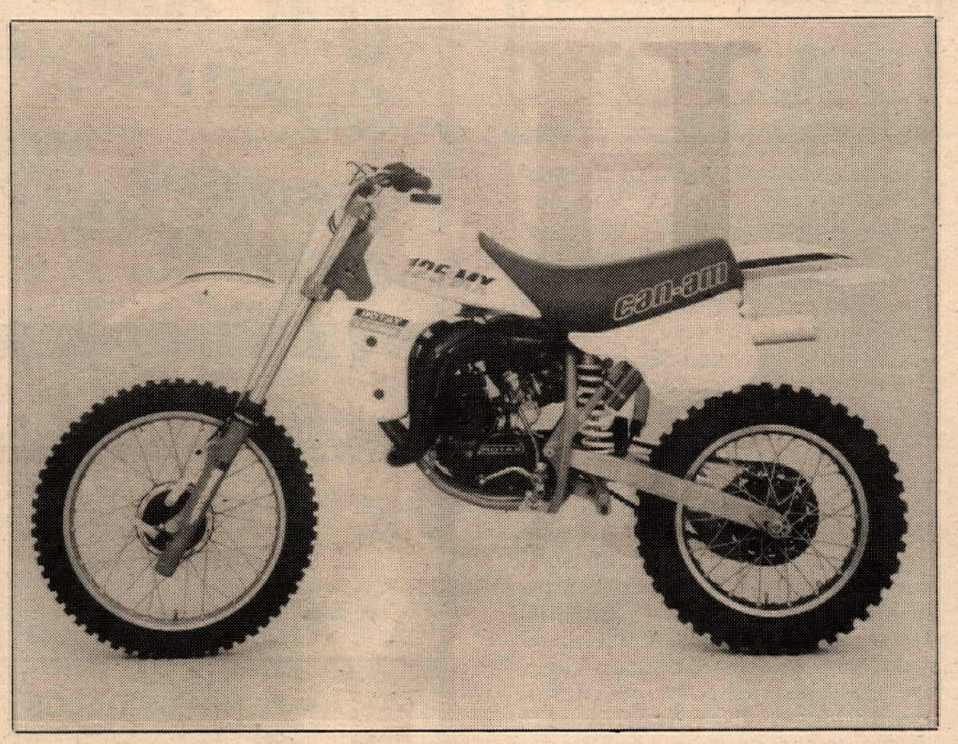
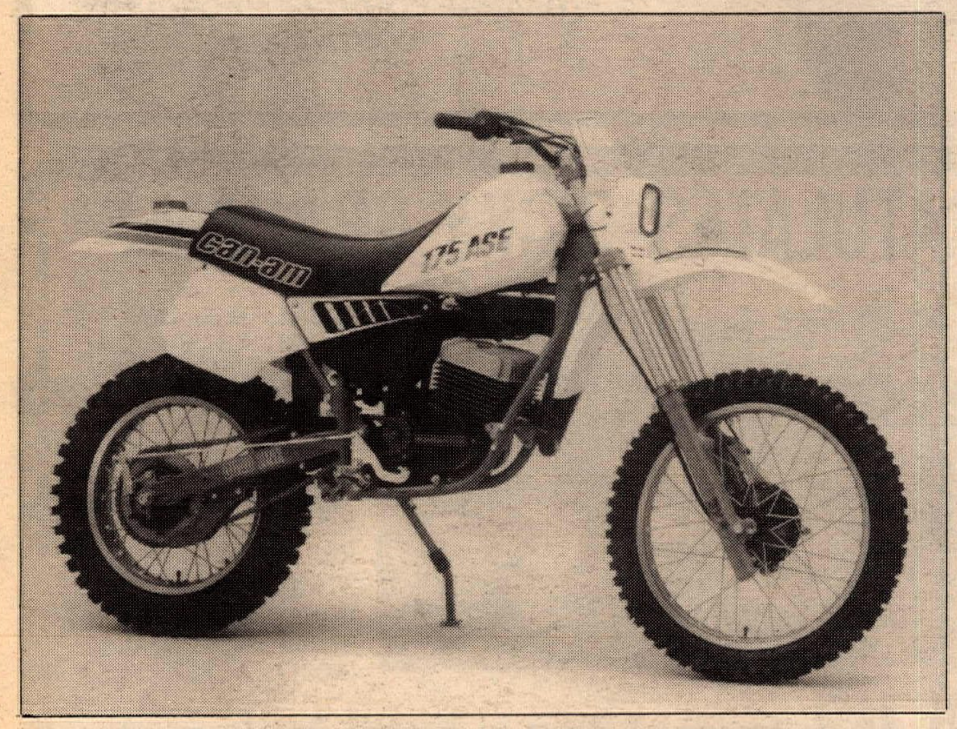
What's in store for '84: The new Can-Ams

The 250MX L/C is one of two liquid-cooled Can-Ams sporting a stronger frame, Marzocchi fork and White Power Quad Link suspension.

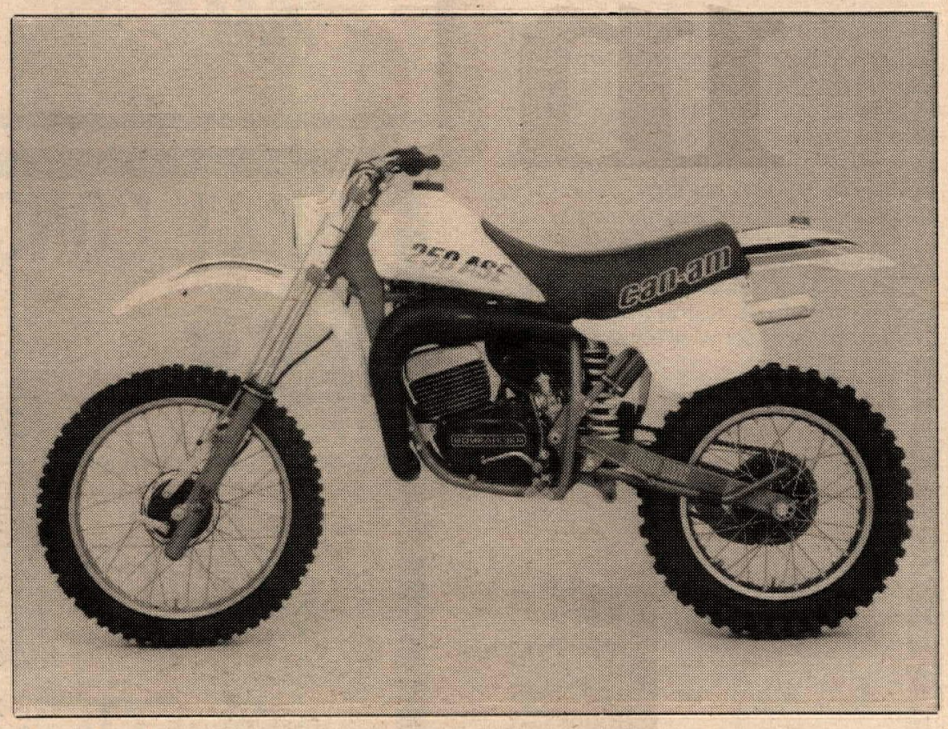


A lightweight aluminum swingarm, strengthened frame, low, frame-mounted radiator plus safety seat are features of the 125MX L/C.

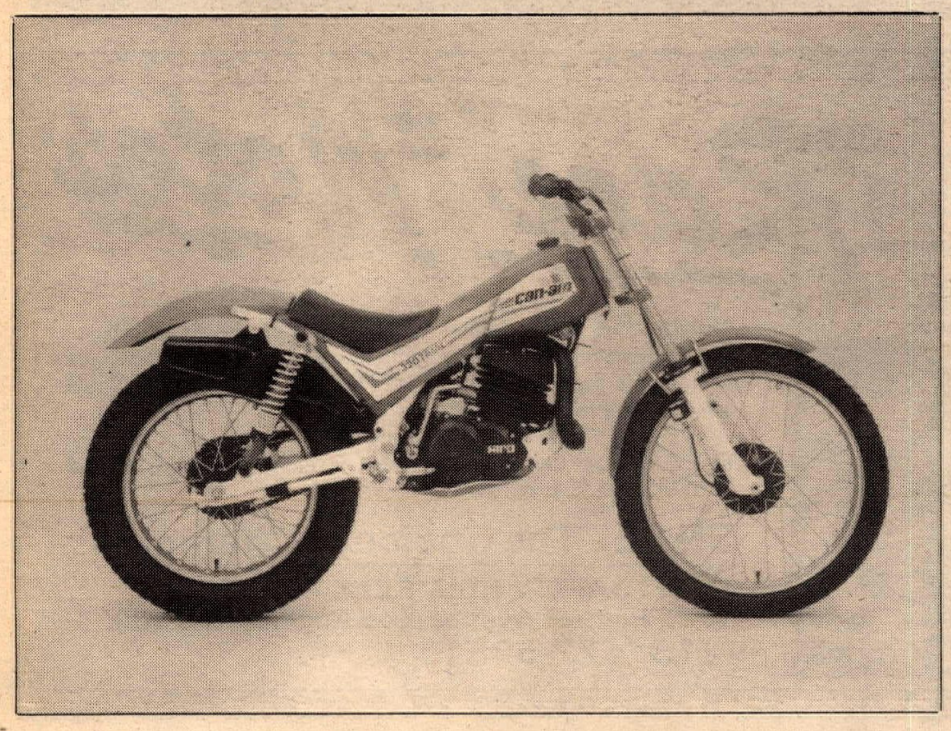
The ASE (air-cooled, single-shock, enduro) models feature frames of Reynolds 531 construction, a quick-service air box and Metzeler tires.



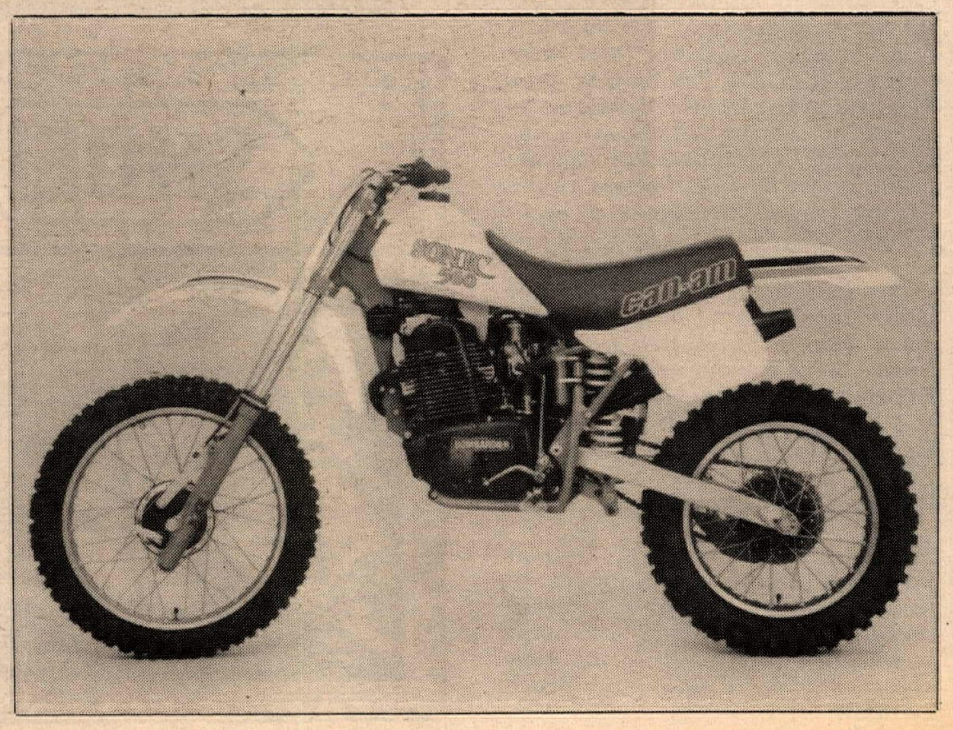
Features of the 250ASE include a quick-detach rear wheel with snail-cam chain adjusters, 30-inch handlebars and a high-mount rear brake lever.



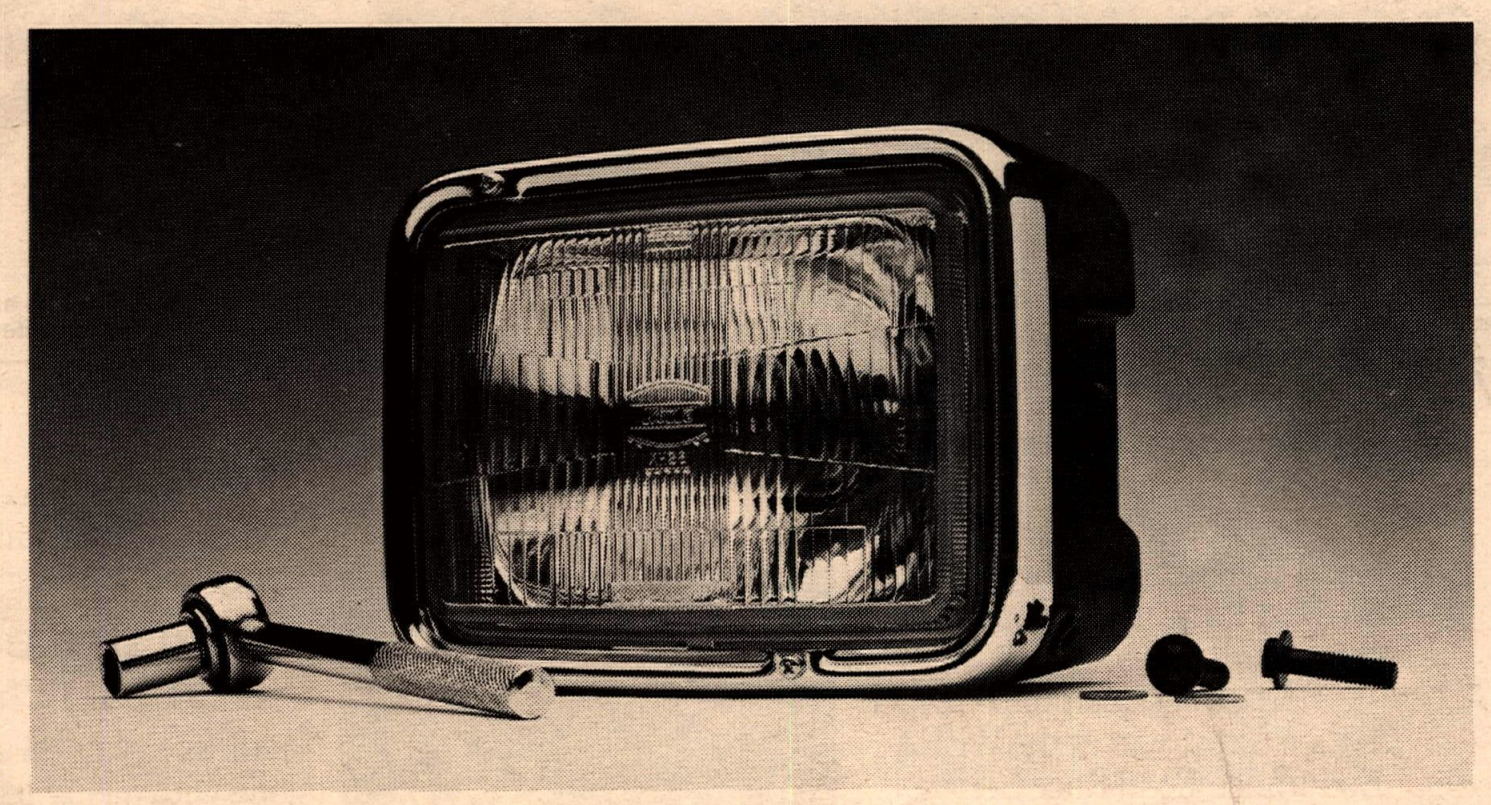
The 320T trials bike is all new, with a 322cc Hiro engine, six-speed transmission, strengthened frame, fork brace and Marzocchi fork.



The Sonic 560 (562cc) is 12 pounds lighter for '84 and is a ready-to-race four-stroke motocrosser or berm-blasting cow trailer.



How to turn a shaft drive Yamaha into a racing machine.



All it takes is a 10mm socket and about three minutes of your time.

Of course, that's according to the guys at Good Times Racing. And they do everything a little faster than normal.

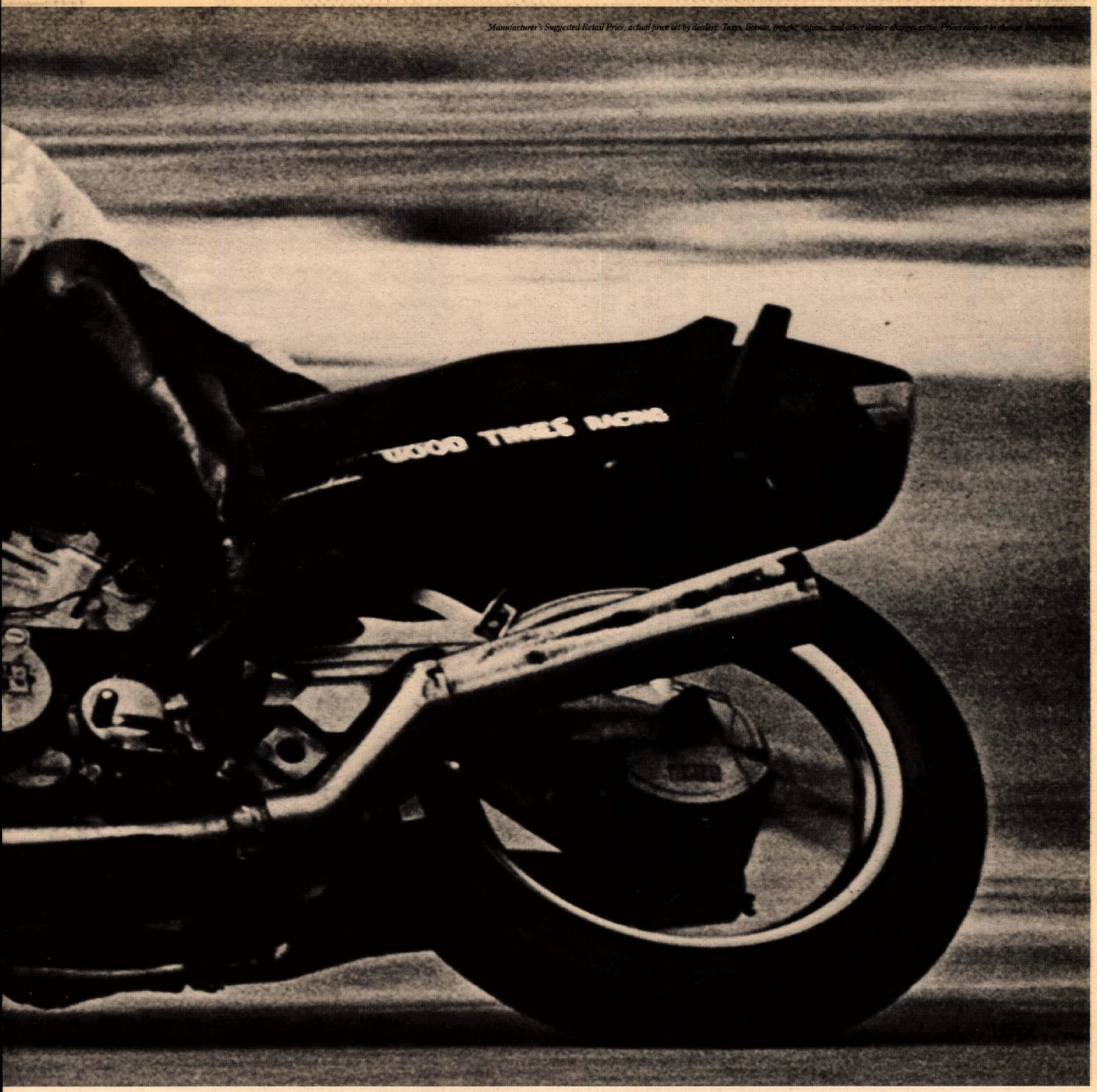
A perfect example of which is their latest win at the WERA Endurance Road Race Series. Good Times took a basically stock Vision 550 to victory over highly modified machines twice its size.

Meanwhile at Sears Point Raceway, a Yamaha Seca 750 tuned by Palo Alto Yamaha was busy taking the AFM super-street class.

Shaft drive causes a chain reaction.

Needless to say, these victories (along with a long list of others) raised more than a few eyebrows.

After all, everybody knows



Manufacturer's Suggested Retail Price, actual price set by dealers. Tags, license, freight, options, and other dealer charges extra. Prices subject to change without notice.

these machines are shaft driven.

And everybody knows shaft drive isn't as fast as chain drive.

Everybody except the engineers at Yamaha that is.

But even we underestimated our shafties a little.

Since it began, our contingency program has paid almost twice as much money to winning Yamaha riders than originally planned, but we like to think of it as money well spent.

Vision 550J	**$1999**
Seca 650J	**$2439**
Seca 750J	**$2729**

So what does all this have to do with you? Well, it just so happens that all those shaft drive Yamahas that handle well enough and travel fast enough to win all those races, are on sale.

Of course, we can't go as far as to guarantee you'll come out ahead at the race track.

But you certainly will at the bank.

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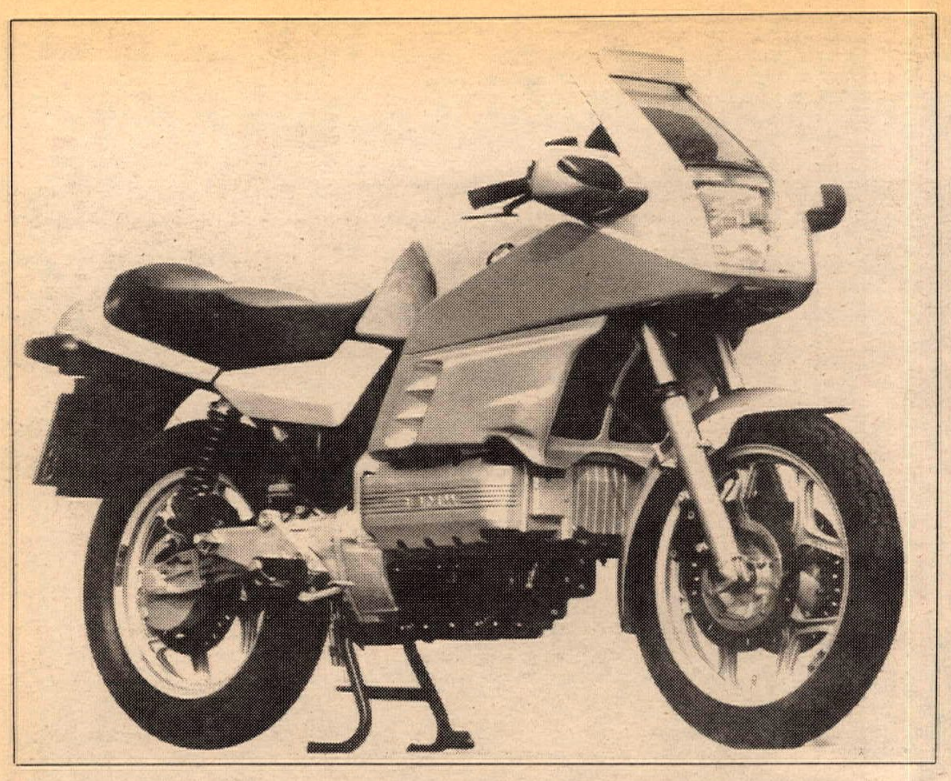
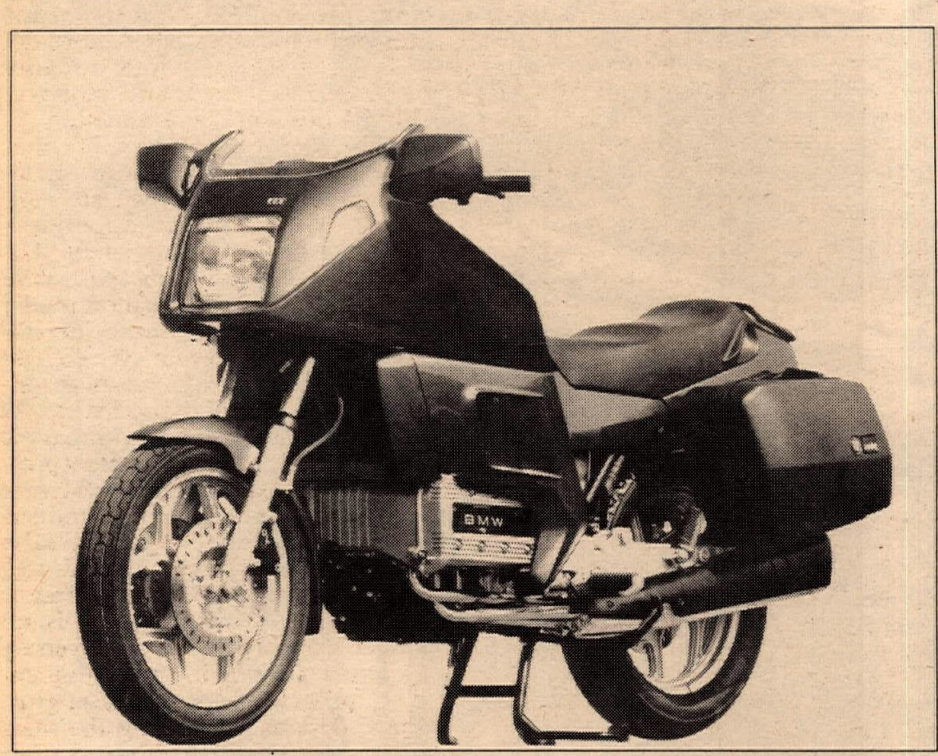
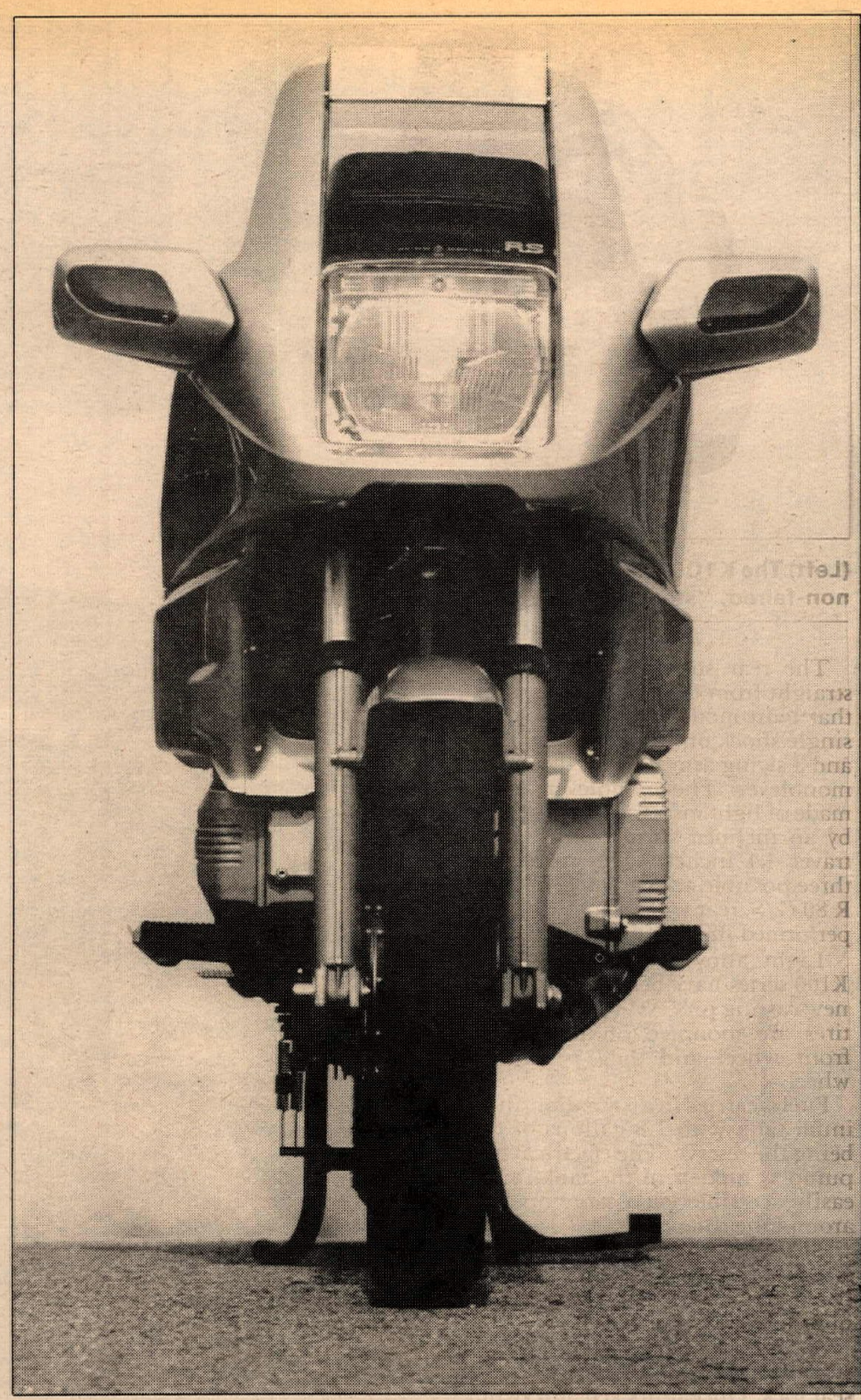






(Top left) The RS is the sport model of the new BMW line. Claimed top speed is 136 mph. (Above left) The RT gets a larger fairing and saddlebags. Note stainless-steel exhaust. (Right) Front view of the RS shows combination mirrors/turn signals/hand guards, and the wind deflector atop the windshield.

BMW unveils K100-4 series

By Jack Mangus

"Stepping over the threshold into a new era of motorcycle manufacture," is how BMW's marketing manager, Karl H. Gerlinger, described the release of the German marques's new K100 series of four-cylinder motorcycles. The 1000cc water-cooled, four-cylinder, in-line engines are installed longitudinally and horizontally, a move Gerlinger said was made because "BMW's success depends to a certain extent on its exclusivness...one is no longer exclusive with a transversely mounted, four-cylinder, in-line engine, or a four-cylinder V engine. These designs are among the mass producer's standard offerings."

In a week-long gathering of the world's motoring press in the French Riviera town of LaNapoule, BMW executives and engineers extolled the merits of the new motorcycles. Test rides and the discussions which followed indicate BMW has come up with a winner.

While the four-cylinder bikes will not be available in the U.S. until October, 1984, they are being released to the European markets in three stages. The non-faired K100 "basic model" will go on sale in Europe and England this month. The K100 RS will be available overseas at the end of the year, and the RT early in '84. While no dollar prices have been announced for the American market, the bikes will sell in Europe for approximately 10 to 15% above the comparable Boxer twin models.

The all-new 987cc, double overhead camshaft powerplant has a bore x stroke of 67/70mm and a 10.2:1 compression ratio. It offers a claimed 90 horsepower at 8000 rpm and torque which one rider who had just completed a test ride said "begins when you sit on it." Two valves per cylinder (rather than four for "weight reduction and easy maintenance") control the intake and exhaust of the fuel mixture, which is delivered by a Bosch LE-Jetronic fuel injection system. Ignition is provided by a Bosch VZ-51L Digital Injection System, which reduces the ignition advance to limit engine speed at approximately 8600 rpm and switches off the injection at approximately 8750 rpm "thus avoiding engine damage caused by false operation."

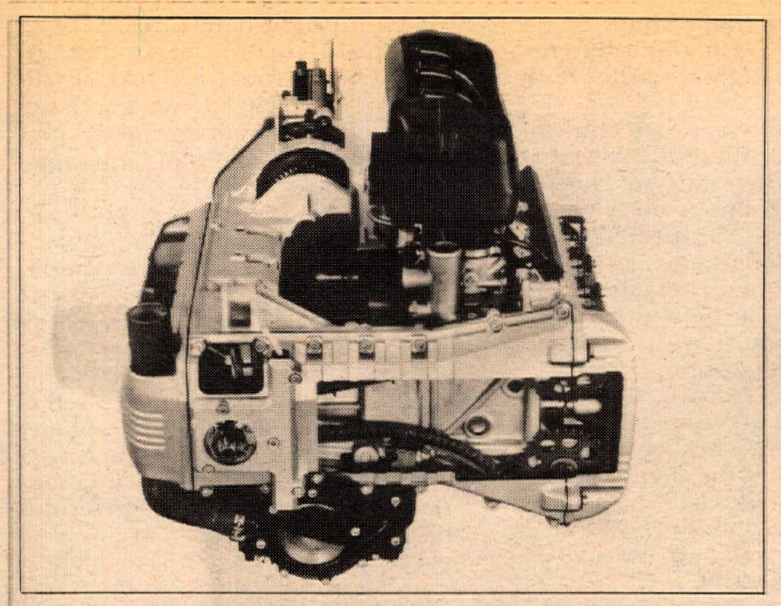
The engine is part of what BMW calls the Compact Drive System (engine, transmission and drive shaft). The horizontal position of the engine allows easy access to the spark plugs, valves and injection nozzles on the left hand side. Major engine repairs such as replacing the bearings of the crankshaft as well as pistons and connecting rods can be carried out without removing the engine from the frame.

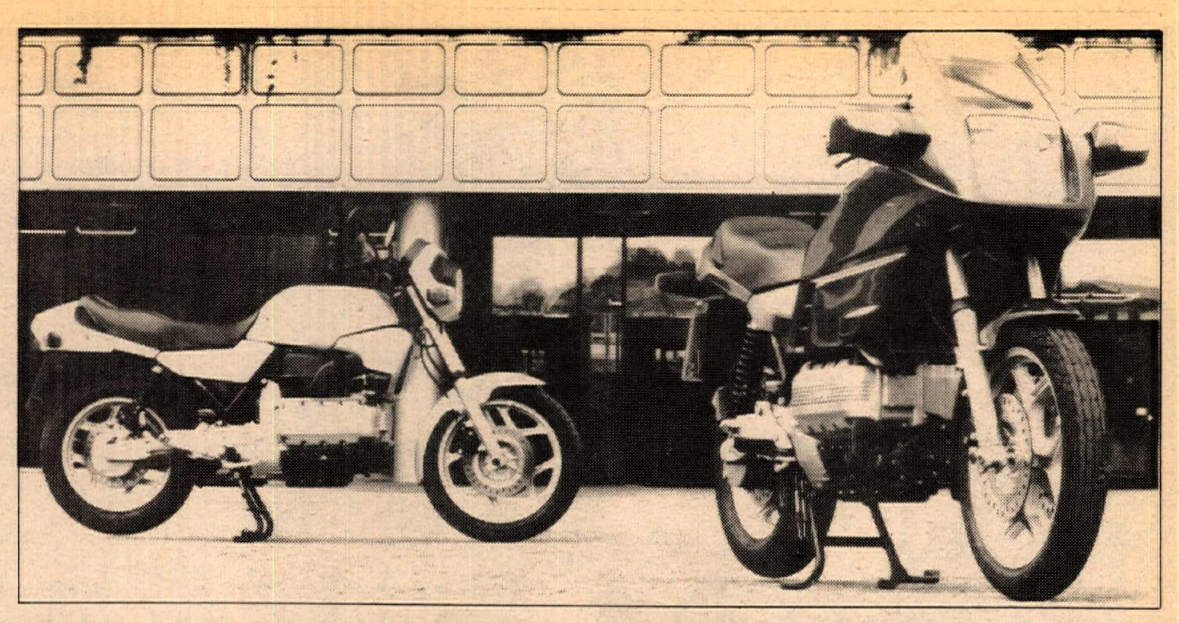
The forged steel five-bearing crankshaft has balance weights on seven crank webs. The eighth and last crank web was designed as a spur wheel to drive the secondary shaft and clutch. The longitudinally installed crank permits direct drive to the drive shaft without the usual deviations which cause power loss.

Contributing to the smoothness of the power delivery are two large dampers in the drive train, one in front of the single-disc dry clutch and one behind the three-shaft, five-speed gearbox. The drive shaft rotates in a "light-metal" swingarm. A universal joint at the axis of rotation has an over-size Silentbloc-type torsion damper.

The 168-pound engine block is made of a light alloy and like the late model BMW twins, the cylinders don't have cast-iron liners. The bearing surfaces are treated with a Scanimet coating of nickel-silicon carbide.

Multi-circuit forced feed lubrication provides oil supply to the crank and valve gear by a cog-wheel-driven pump. The oil pump casing also houses the coolant pump, which is also driven by the front end of the output shaft, and pumps approximately three quarts of coolant through the cross-flow radiator. At a coolant temperature of 217 degrees Fahrenheit, an electric fan located behind the radiator is switched on automatically.





(Left) The K100 engine viewed from the front—a water-cooled 987cc in-line four laid on its side and mounted longitudinally in the frame. (Right) The non-faired, "standard-issue" K100 and the more-sporty RS at rest in West Germany. It will be a year before the new BMWs are available in the U.S.

The rear suspension package is straight from the R 80 G/S and like that twin model, features include a single shock on the right-hand side and a swing arm BMW refers to as a monolever. The monolever arm is made of light metal and is supported by an inclined spring strut (spring travel 4.4 inches). The spring has three possible adjustments. Like the R 80 G/S, rear wheel removal can be performed in just a few minutes.

Light alloy cast wheels for the K100 series have been produced in a new casting process. V-rated tubeless tires are mounted on the 18-inch front wheel and the 17-inch rear wheel.

Fuel is carried in a 5.8-gallon aluminum tank with 1.8 gallons of that being the reserve. The electrical fuel pump is hidden in the tank, but is easily accesible via a large opening around the filler cap.

The four-into-one exhaust system is made of stainless steel which quickly "blues," so fans of the BMW marque will feel right at home.

A single key works the ignition, steering lock, gas tank cap and the seat lock. Once unlocked and swung up, the seat reveals a 16-piece tool kit, a "breakdown" kit, a first aid kit and a storage compartment.

Instrumentation features both analog dials and digital indicators. Speed and revs are displayed on easy-to-read analog dials. The models on display and available for test riding in France had speedometers which read up to 240 kilometers per hour (148.8 mph). The tachometer reads up to 10,000 rpm, but as mentioned earlier the automatic ignition cutoff occurs at approximately 8750 rpm. Redline is indicated at 8500 rpm with a "warning zone" of approximately 200 rpm marked prior to the 8500 rpm line.

Digital liquid crystal indicators are used for a clock (standard on the RS and RT, optional on the basic model) and a gear indicator.

Turn signals are quite different in that the left-turn signal is operated by the left hand and the right-turn signal by the right hand. The signals are turned off automatically after 12 seconds or approximately 250 yards. The signals can also be turned off by a separate switch controlled by the right hand.

Fiberglass fairings are mounted on the RS and RT models. The "sporty" RS model's fairing is centrally fastened to the head lug by means of a multi-arm support and is mounted on bearings to reduce vibration. The aerodynamically designed rear view mirror housings provide wind protection for the hands and the front turn signal lamps are integrated within the mirror housing. An adjustable spoiler in front of the upper ridge of the RS fairing permits direction of the airflow over the helmet of the rider. The fairing is sealed where the fork tubes pass through it and hot air outlets with vents are found on each side.

The RT fairing is similar to the RS unit, but the turn signals are integrated in the fairing body rather than in the mirror housings. Lower leg protection is provided by the larger side panels. The RT comes with luggage cases which complement the overall styling of the touring bike.

Impression

Throwing a leg over the K100 and scanning the instruments, one felt right at home. Checking out the hand operated controls made one feel he was lost. The turn signal controls in particular received criticism. Operating the right-hand turn signal lever while your right hand is busy with the throttle is akin to a car driver being required to use his throttle foot for the same purpose. According to BMW, the new design of the switches was developed in cooperation with "scientists" of the Technical University of Aachen: "The scientists came to the logical conclusion that when flashing on the left, the button to be pressed should also be on the left-hand side and vice versa." Logical?

Clutch lever pull is easy and smooth, and depressing the gear shift lever finds you smoothly slipping the gearbox into first gear. The first indication of the broad and strong powerband comes when you let out the clutch and glide away. The K100 will roll away from a stop with little more than idle revs indicated on the tachometer. No shudder, no slipping of the clutch, just smooth acceleration.

Once on the road, grabbing a handful of throttle brings a smile to one's face. This *is* an all-new BMW. No it doesn't have GPz1100 or GS1100 power, but the twin 1000s produced by Bayerische Motoren Werke pale in comparison, and so do a lot of other manufacturers' bikes.

Grabbing second gear reveals that the old familiar BMW "crunch" is gone — the K100's gearbox is as smooth as any on the market today.

Third, fourth and then fifth gear all reveal one thing: Power is available from 1000 rpm to redline. "I had to look at the gear indicator to find out what gear I was in," was an often heard statement from those who rode the K100.

BMW had laid out a circular route that was half "twisties" and half "freeway." Again, the ride through the Alps on the Boxers the previous four days caused one to compare the new bike to the twins, which are celebrating their 60th anniversary. As well as BMW twins handle, the K100s handle better. Gone is the lurching or pogo stick effect one encounters with the twin when the throttle is snapped shut and then open in a turn. The broad powerband and butter-smooth delivery of power enables one to enter, negotiate and exit turns with a smoothness matched only by twin BMW riders with many, many miles under their belts.

The Brembo brakes provide excellent stopping power and none of the bikes available for test riding produced any brake squeal, even after days of thrashing in the hands of groups of motojournalists.

Unlike Germany's autobahns which have no speed limit, France's "autobahns" do. But some very casual supplying of brochures, stickies, etc. to southern France's finest upon arriving on the Riviera allowed BMW personnel to inform us that "you won't be bothered." And we weren't. In fact, one motojournalist reported being saluted by a gendarme as he blasted by him at over 120 mph!

The claimed top speeds of the K100 (133 mph) and the K100 RS (136 mph) are not exaggerations. They're fact. Having spent nearly five decades on this planet and wishing to spend a couple of more influenced me to be satisfied with seeing the speedometer hit the 200-kmh mark (125 mph), but several of the youngsters in our group reported they had reached an indicated 133 and 136 mph on the K100 and K100 RS, respectively. RT (T for touring) models were on display but not available for test rides.

Aside from the aforementioned dislike of the turn signal switches, the only complaint heard more than once from the group of riders concerned engine heat on the lower legs. Temperatures on the day of the test rides were quite warm (we were on the French Riviera, don't forget), but not up to American summer levels. Personally, the amount of heat thrown off by the engine was never noticed.

Summary

In his address to the world's motosport press, Herr Gerlinger pulled no punches as concerns the state of the industry: "The motorcycle boom of recent years has been slackening off for some time. The industry has shifted, to all appearances, into reverse...Excessive stocks and declining prices even caused problems for the large Japanese manufactueres...The principal cause of this development, apart from the general economic situation, is the irresponsible activity of the Japanese manufacturers. Absurd, cut-throat competition with short-sighted production and sales goals resulted in an uncongenial atmosphere within the industry and bene fitted no one. A plethora of models and ruinous pricing policies are beginning to make the joys of motorcycling turn sour. The last two years' glut of motorcycles has further detracted from the aura of individuality so closely associated with motorcycling. A dubious development.

"One might certainly think that these were ill omens for the introduction of the K100...but we are convinced that exactly the opposite is true. It has become apparent that motorcyclists are reacting against the confusion caused by Japanese model policies and are becoming increasingly interested in products which set themselves apart from Japanese conformity and lack of individuality. As a contrast to the "universal Japanese motorcycle," BMW has excellent prospects as an exclusive manufacturer with a well-defined range of products and a readily comprehensible sales policy...BMW's success depends to a certain extent on its exclusiveness. It is also clearly true that one is no longer exclusive with a trasversely mounted, four-cylinder, in-line engine, or a four-cylinder V-engine. These designs are among the mass producer's standard offering...Our goal with the K100 is to satisfy customers whose requirements the flat twin, in the nature of things, cannot meet. Most importantly we want to offer an alternative to those potential customers who are now buying from the competition only because the flat twin does not provide enough sportiness, styling, smooth running, and performance."

When asked if they thought the release of the four-cylinder K100 series would lower twin sales, BMW representatives echoed one another with a resounding "No!" That remains to be seen.

Marketing goals for the K100 are ambitious to say the least. "We want to increase the number of new registrations from the current level of approximately 12,000 flat twins to 22,000 K100s by 1986...a growth rate of 83 percent within three years...In the long term, we have set ourselves a sales goal of 45,000 units, taking the flat twin and the K series together," said Herr Gerlinger. "We reckon that 60 percent of the K100 buyers will come from the ranks of previous BMW customers. The other 40 percent will consist of those weaned away from the competition and of those taking up motorcycling anew."

Whether or not the forecasted sales figures are achieved, initial impressions of the K100 series reveal that the four-cylinder bikes are impressive pieces of machinery. As Stefan Pachernegg, director or product development on the board of BMW Motorrad BMGH, put it, "The K100 has become one thing in particular: a real BMW."

Donnie Hansen on the rebound

By David Edwards

September 1, 1982 should have been a good day to be on a practice motocross track in West Germany. Especially for Team Honda sensation Donnie Hansen.

Hansen was in Europe, along with three teammates, to defend America's titles in the Trophee and Motocross des Nations — titles that Hansen had helped win the previous year. He had come over to Europe a week early so he could compete in the final 250cc GP in Sweden, which he promptly won, showing all the Europeans and yet-to-be-crowned World Champion Danny LaPorte the fast way around the race track.

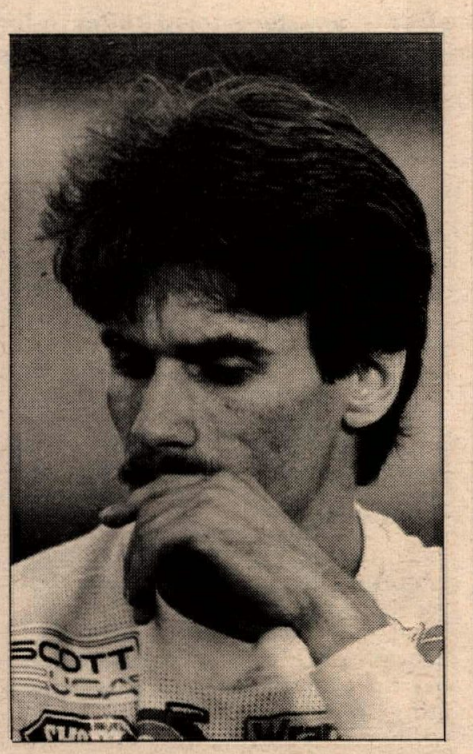
Before coming to Europe, Hansen had wrapped up the U.S. 250cc National title and the Supercross Championship. He was about to enter into negotiations with Honda for the 1983 season, and there was talk of a contract worth $1 million for three years. At 24, Donnie "Holeshot" Hansen was on top of the motocross world.

All that came to an abrupt end, though, on that practice track in Germany just over a year ago. Approaching a set of triple jumps that he had already negotiated successfully in previous laps, Hansen realized too late that he wasn't carrying enough speed to clear the second hump. His works 250 landed squarely on top of the mound of earth, its frame and engine cases taking the full brunt of the landing. Hansen was thrown off the bike and sent bowling along the track. During the fall, the back of Hansen's helmet was slammed hard against the track. When he stopped rolling, Hansen was unconscious.

Airlifted to a hospital in Heidelberg, Hansen remained in a coma for a week. He regained consciousness and was flown to a California hospital for further tests and treatment. Today, Hansen only remembers the last hour of the flight home; everything after the crash and before the last hour of the flight is washed from his memory.

There probably is a very clinical-sounding phrase for the damage that he sustained in the crash, but Hansen effectively sums things up when he says his brain was "bruised." Pressed for an explanation, Hansen says, "The left side of my brain was damaged. That controls the right side of my body, so my right side was slow and my coordination was off.

"At first," says Hansen, "I couldn't even walk and I couldn't talk very well at all. Then, when I got home, I couldn't walk up the stairs to go to bed. Lisa, my wife, had to rig up a mattress on the floor downstairs... I couldn't even walk up the stairs," Hansen repeats softly.



"At first I couldn't even walk."

Hansen was no stranger to injuries. During his rise from fast local Expert to National Champion, he had suffered more than his share of broken bones and torn muscles. But this was different, and he knew it. "I was afraid," says Hansen, "that I would never be good again."

Hansen attacked the problem the only way he knew how — by training. "I tried to walk every day," he says. "Within a week or two I was walking by myself, then shortly after that — probably three weeks after I got out of the hospital — I started going on walks around the house. I did that every day for about a month, then I started going on runs.

"At first, I'd run about a half mile and have to stop and walk for a while. My right side still didn't work as well as my left side, so my left leg did most of the work for my right leg and I got tired really fast."

After six months of "walking, running and some reading," Hansen was jogging almost five miles a day and was ready to get back on a motorcycle. He went to Indian Dunes, a local track in Valencia, California, where Hansen had first made his name.

"A doctor went with me to Indian Dunes and I rode around this oval track with little jumps in it. I rode there for three days and then moved to a rougher track there. Soon I felt that I was riding safe enough that I didn't need a doctor with me, and I could just go with friends."

Hansen may have riding safe, but he wasn't up to his pre-accident speed. "My balance was off," he says, "and so were my right-hand turns. At first, I was just trying to ride around the track. On the rougher tracks, it felt really strange. Then I even got those wired and I just went for speed. I got faster and faster, and kept improving my lap times."

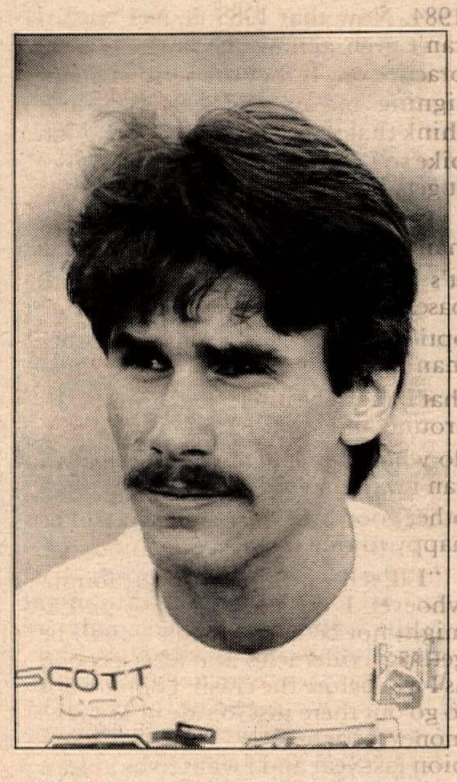
Today, 13 months after his near-fatal accident, 12 months after starting to walk again and seven months after riding cautiously around a practice oval, Hansen says he is "85 to 95%" recovered. He runs five miles everyday, weight trains three days a week, swims, plays racquetball and rides a bicycle. He rides his '82 championship-winning RC250 four to five times a week for three hours at a time. Hansen says he will be ready for the 1984 National season. "We've still got five months or so before the first race; I've got no doubt in my mind that I will be 100% by then," he says firmly.

Still, Hansen knows that recovering that last percentage of his skills is going to be tough. On rough tracks Hansen says that his head still "shakes" when going over bumps, although "not nearly as bad as it used to."

Despite the emotional rollercoaster that Hansen has been on for the past year, he seems in remarkably good spirits. "It gets depressing sometimes," he admits. "It seems like I've been away from racing for a very long time. I really miss racing and being out there with all the other guys. Right now, I know I can't, but I want to do it again; that's my goal, to go out there and do it again.

"I've gotten a lot of support from my wife Lisa, my parents and my friends, and that has helped a lot. It's been a combination of all of them, but Lisa has really been helping me quite a bit. If I don't have anybody to go riding with, she'll go with me, things like that. She's been my moral support, and it's great."

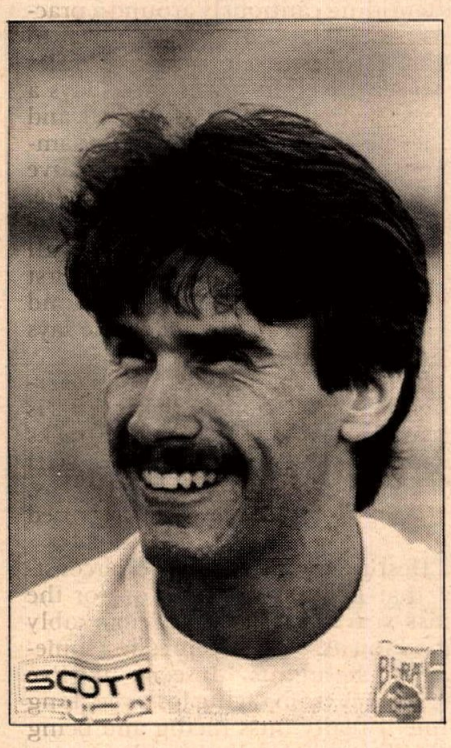
If Hansen isn't worried too much about his ability to make a comeback in 1984, he is wondering if he'll still be with Honda next year. There is some bitterness and a touch of disappointment in his voice when he talks of the situation.



"I was afraid I would never be good again."

"After the accident, they promised me the earth, but when it came time to deliver..." He leaves the sentence unfinished. "When they signed me up for this year (1983), I thought it was because they had faith in me to come back in 1984. Well, the reason

they signed me up was to use me for advertising purposes. Roger DeCoster (team coordinator) and Dave Arnold (team manager) came over to the house right after I got out of the hospital and said not to worry about any thing. Even if I didn't race in 1983, Honda would pay for the bills and all I had to do was get ready for 1984.



"I want to be able to act like a Champion."

"Well, when it came down to money, I figured out my living expenses, went to Honda and said, 'This is what it costs me to live.' As it turned out, they came back with an offer that wasn't even half of what I asked for.

"Besides the money problems, I've had trouble getting good bikes from them. I'm riding last year's works bike now and it's old and worn out. They've tried to give me shop bikes, but I need good bikes to get ready for 1984. Now that 1983 is over with, I can't even get an '83 works bike to practice on. If they are serious about signing me up for 1984, I would think that they would give me a good bike so I can get ready for 1984 before it gets here."

Perhaps it's because he can see the handwriting on the wall, or perhaps it's because he wants to cover all bases, but Hansen is looking at other options for 1984. "I've talked to other manufacturers and let them know that I might be interested. I can't wait around and see if Honda is going to do what they said and sign me up; I can't wait that long. There are a lot of other good bikes out there, and I'd be happy to ride them.

"I'll tell you one thing, though, whoever I do sign with — and it might not be with Honda — will be getting a rider who is at least as good as I was before the crash. I don't want to go out there just to ride or to make money or whatever. I was a Champion last year and I want to be able to act like a Champion; not go out there and get 10th or 15th place."

Hansen talks about the future with such conviction that it's hard to doubt his claim that he will be back in action and a contender in 1984. "It's my life," he states simply. "I've grown up around bikes, I've been riding all my life and it's what I feel I can do best." After a thoughtful pause, Hansen adds, "And I want to be the best." ●

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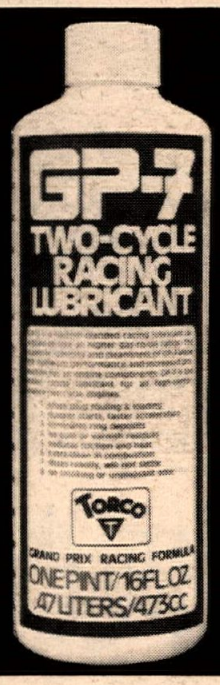

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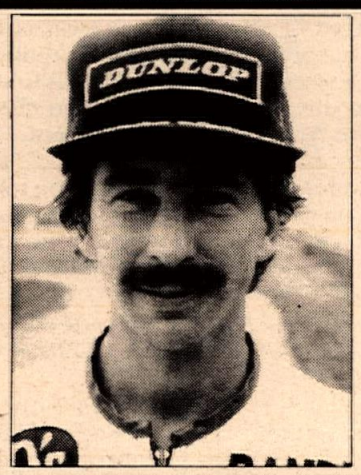

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Desert Hotline

(Top left) Open Expert winner Dan Smith gives the thumbs-up sign. (Top right) Dan Ashcraft, slowed by brake problems, finished second. (Above) Spectators used a convienent train as impromtu bleachers.

Smith's good luck holds at Shamrocks H&H

By Shirley Upp
RED MOUNTAIN, CA, SEPT. 25

Once again, Husqvarna rider Dan Smith turned his big 500XC loose and after approximately 73 miles of beautiful riding pulled in for another overall win at the Shamrocks Hare and Hound. It was obvious that the Shamrocks had put a lot of work into laying out the course from all of the positive remarks from the riders at the finish. A really "fun course" and perfect racing weather was the order of the day.

Out past the bomb, it was Smith leading with Chris Crandall (Hon) coming by at second. Dan Ashcraft (Hus), after a three-kick start, was closing in on Crandall as he came by at third. Gary Charters (Suz), riding in the 250cc Vet class today, was one of the leaders as he came by in fourth. Having a spectacular ride was Derrick Paiement (Hon) as he came by in fifth overall and leading the 250cc class. Oren Beck II had the lead in the "C" class.

After the first loop, Smith had a nice lead as he came in for gas. Riding his new stock 1984 500XC Husky, it was obvious he was having no problems and was enjoying his trouble-free ride. Ashcraft, also aboard a new Husky, came in running second, but he was having brake problems. First 250cc Amateur Paiement had moved up to overtake Charters and Crandall and was holding down third. Overall Crandall was running fourth, with Cory Timms having moved up to fifth. Charters came in at sixth. Chuck Stearns (Yam) had moved into seventh, but was starting to get tired. He had been sick and the last part of the race would really sap what strength he had left.

Next in to refuel was hard-riding Eddie Augie running second 250cc Amateur at eighth. Beck was still holding his own with the big bikes as he came by in ninth. Lee Scheffers, after a terrible start, had done some great riding and moved up to 10th. In the "C" Amateur class, Bob Wells had a nice lead. Steve Thompson was having a super ride and was running second overall Vet and first Open Amateur.

In the Open Amateur class, it was Brian Harris leading, with Honda-mounted Todd Holtz breathing down his neck. Holtz was getting ready to take command of this class. In the Open Senior class it was Ron Surber taking charge. In the 250cc Senior class, it was Ron Hall out in front. Curt Horst was winging his way to victory in the Senior Open Amateur class.

In the Novice race, Open rider Mark Wiechmann had his 490 Yamaha on the move and was setting a fast pace for this group of hard chargers. Running second overall was Vet Open Novice Mark Romp.

Finishing up what he started, it was Smith pulling in for the victory. Smith said he really liked the course; it had a little of everything, but was tight and challenging. He said he only got into sixth gear a couple of times. Ashcraft, pulling in for second, was also impressed with his Husky. Third was Crandall who had overtaken Timms. Fourth was Timms who was glad to be "back at it" after a three-month lay-off. Scheffers had a good ride working his way up to fifth overall.

It's always good to see Mike Sixbery racing and especially back in the desert. He had a fine ride today, finishing in sixth after getting by Mike Alexander about five miles out from the finish. After being back in about 25th on the start, Alexander had a super ride, finishing seventh and first 250. Eighth was Vet Gary Charters taking a first in the 250cc Vet class.

Tenth overall Tom Elias took a first in the "C" class. First 250cc Amateur was Augie with a great ride. The fastest "C" bike Amateur was Bob Wells. Steve Thompson could not be beaten today as he took a well-earned first in the Open Vet class. In the Open Amateur class, Todd Holtz held off Brian Harris for the win in this competitive division. Mark Force was the first Open Vet Expert to cross the finish.

In the Novice race, it was Mark Wiechmann taking the overall victory. Mark said the hardest part of the race was trying to pass riders, noting, "These guys don't like to be passed!" Second Novice was hard-riding John Reed. Taking third was Chris Hart. One of the happiest racers today was "Tweet" Byrd, who took his first win in the Novice Senior Open class. In the Women's race, it was Denise Engstrom with a whopping lead. However, she was caught napping by Lori Vincent, with Lori Vincent taking the win and Engstrom second. In the American Womens race, it was Victoria Scott taking the win over Deanna Jenkins. Once again, Lori Anderson gave it her all and took the Novice win after a super ride.

In the Beginner race, Gabe McNeese was the fastest, taking his 495 KTM to the overall win. Taking second overall and first 250 was Barry Parson on a Honda. First Senior Beginners was John Reees who had a great ride. Taking second Senior Beginners was hard-riding Phil Mendoza Sr.

Results

OP EX: 1. D. Smith; 2. D. Ashcraft; 3. C. Crandall.
OP AM: 1. T. Holtz; 2. K. Tennis; 3. D. Thornberry.
OP NOV: 1. M. Wiechmann; 2. J. Reed; 3. C. Hart.
OP BEG: 1. G. McNeese; 2. R. Hayen; 3. E. Nash.
250 EX: 1. M. Alexander; 2. #311x; 3. J. Mattox.
250 AM: 1. E. Augie; 2. D. Seagondollar; 3. G. Johnston.
250 NOV: 1. J. Kelly; 2. J. Nesmith; 3. T. Weichers.
250 BEG: 1. B. Parson; 2. D. Dalton; 3. S. Clayton.
"C" EX: 1. T. Elias; 2. D. Summers; 3. J. Braasch.
"C" AM: 1. B. Wells; 2. G. Brown; 3. C. Morris Jr.
"C" NOV: 1. J. Wents; 2. #211c; 3. R. Shelley.
"C" BEG: 1. #193c; 2. #313c; 3. #999c.
VET OP EX: 1. M. Force; 2. D. Ellis; 3. W. Saltzman.
VET OP AM: 1. S. Thompson; 2. T. Phillips; 3. M. Pollard.
VET OP NOV: 1. B. Adams; 2. M. Romp; 3. J. Krogstad.
VET OP BEG: 1. B. Austin; 2. J. Hammons; 3. R. Golenor.
VET 250 EX: 1. G. Charters; 2. T. Mattox; 3. W. Anderson Jr.
VET 250 NOV: 1. A. Gerkey; 2. #V126x; 3. D. Bierma.
VET 250 BEG: 1. J. Aurit.
SR OP EX: 1. R. Surber; 2. A. Knapp; 3. T. Rider.
SR OP AM: 1. C. Horst; 2. R. Burski; 3. C. Sims.
SR OP NOV: 1. T. Byrd; 2. P. Freund; 3. R. Hanna.
SR 250 EX: 1. R. Hall; 2. D. Postma; 3. A. Guzman.
SR 250 AM: 1. R. Willis; 2. R. Watson; 3. R. Krause.
SR 250 NOV: 1. B. Richardson.
SR 250 BEG: 1. J. Reeves; 2. P. Mendoza Sr.
SR "C" EX: 1. L. Gordon; 2. J. Van.
SR "C" AM: 1. J. Overholt.
SR "C" NOV: 1. D. Hooker.
WOM EX: 1. L. Vincent; 2. D. Engstrom.
WOM AM: 1. V. Scott; 2. D. Jenkins; 3. L. Hammel.
WOM NOV: 1. L. Anderson; 2. C. Sain; 3. J. Needham.

Brothers Foland win Fudpucker team race

By Loretta Pipkin
BURRO BEND, CA, SEPT. 11

Ed and Jeff Foland (Cagiva North America) notched the overall win in Fudpucker Racing Team Notorious Dawg three-hour team race.

East of the Borrego badlands lay the 15-mile course, where Jeff Bennett (Yam) jumped to the early lead followed by Foland (Cag), Todd Kennedy (Yam) Jamie Tucker (Hon) and Brett Cushing (Hus). Bennett led the first lap by a short minute. Darryl Richardson took over for Bennett while Foland gave it to his brother Jeff. They were side by side into home check. Richardson took another lap while Ed took over for Jeff. Richardson had some problems in the sand wash five miles into the third lap. Richardson layed it over in the sand and Ed blew by the downed rider. Folands held the position to the finish. "It was hot," quipped Ed. "But it was a great course." Bennett/Richardson held in a solid second while Jamie Tucker/Mike Hardaway battled with Gorden Clark/Todd Kennedy. 125cc Amateurs Roy Basin/Scott Reams took their class win over the Bird brothers. Basin finished ahead of big brother, who was on an Open bike. ●

Results

OPEN EX: 1. Bob Dahrens (Hon)/ Jeff Dahrens (Hon); 2. Tucker Hendrix (Suz)/Scott Hatfield (Hus); 3. Steve Basin (Yam)/John Robinson (Yam).
OPEN AMA: 1. Bruce Smith (Yam)/Leslie Smith (Hon); 2. Roger Lopez/Alan Seman (Kaw); 3. Dave Cox (Yam)/King Thompson (Hon).
OPEN NOV: 1. Dan Waters (Yam)/Phil Kubeck (Hus); 2. Tim Marking (Suz)/Andy Wetzel (Hon); 3. Mike Fargo (Yam)/Glenn Rye (Yam).
VET EX: 1. Brett Cushing (Hus)/Pete Eunice (KTM); 2. John Peterson (Kaw)/Ed Mundy (Suz); 3. Monte Lee (Suz)/Bob Huff (Yam).
SR EX: 1. WC Thornton (Kaw)/Paul Ziegler (Yam); 2. Dave Orozco (Suz)/Gordo Parham (Yam); 3. Chuck Baker (Hus)/Tedd Scott (Yam).
250 EX: 1. Jeff Bennett (Yam)/Darryl Richardson (Hon); 2. Todd Kennedy (Yam)/Gorden Clark (Kaw); 3. Randy Byers (Yam)/Bill Lyons (Suz).
250 AMA: 1. Greg Rethwish (Yam)/Scott Meredith (Yam); 2. Brett Nelson (Yam)/Hal Drew (Yam); 3. Tim Alexander (Hus)/Dick Kennedy (Hon).
250 NOV: 1. Ron Beatty (Yam)/Mitch Thompson (Kaw); 2. Ken Kugel (Yam) solo; 3. Lupe Garcia (Kaw)/Bill Faulkner (Kaw).
VET AMA: 1. Steve Reynolds (Yam)/Brett Nelson (Yam); 2. Frank Sherfy (Yam)/Break N Billing (Hon).
125 EX: 1. Ed Foland (Cag)/Jeff Foland (Cag); 2. Jamie Tucker (Hon)/Mike Hardaway (Yam); 3. Bob Bell Jr. (Suz)/Kirk Hester (Kaw).
125 AMA: 1. Scott Reams (Yam)/Roy Basin (Yam); 2. John Bird (Suz)/Bob Bird (Kaw); 3. Mike Pipkin (Yam)/Pam Foland (Kaw).
125 NOV: 1. Dan DeRosiers (Yam)/ Ron DeRosiers (Yam); 2. Tony Darr (Hon)/Larry Angulo (Kaw); 3. Joey Lane (Hon)/Joe Lane (Hon).
VET NOV: 1. Darrell Wagner (Hus)/Paul Lawrence (Yam); 2. Lee Johnson (Yam)/Duane Beatty (Yam); 3. Bob Callen (Yam)/Chuck Nelson (Hon).

Western hotline

Vogel wails at Willow Springs

By Lori Tyson

ROSAMOND, CA, OCT. 2

Novice Marty Vogel took his very first win at the American Road Racing Association's Willow Springs meet, as he led virtually flag to flag with Jim Vreeke and Jim Poet hot in pursuit. With Vogel stretching his lead the Poet/Vreeke battle got intense with some close passing and frenzied riding. Vreeke took second (behind Vogel) by half a wheel over Poet, but the race wasn't over quite yet; Poet lodged a protest against Vreeke and had his bike torn down. Vreeke lost the protest when his cam timing was found to be altered, giving the second place trophy to Poet. Aaron Post took third.

Further back in the pack the sole female rider, Sue Sittman, had a good fight against Tom DeWitt and Danny Brown, with Sue the victor.

In the 450cc Box Stock/125cc GP, a game of strategy was played as Bob Cobb and Jeff Braucht pulled blocking manuevers for each other against four other riders. Brent Ross had led from the start, but when his Suzuki cut to one cylinder, he was forced out, leaving Cobb in the lead inches over Braucht, Rick Soloway, Richard Davis, John Thornton and James Cox. "I could have won the overall easy, if I hadn't blocked for Jeff," said Cobb after his second overall/first 125cc finish behind Davis.

Results

FORMULA 1: 1. Chris Steward (Yam); 2. Mark Thomas (Kaw); 3. Earl Campbell (Duc).
FORMULA 2: 1. Jeff Tuttobene (Kaw); 2. Chris Mencher (Kaw); 3. Jay Tanner (Yam).
450 BOX STK: 1. Richard Davis (Yam); 2. Rick Soloway (Yam); 3. Jeff Braucht (Yam).
125 GP: 1. Bob Cobb (Hon); 2. Joe Paul (Hon); 3. Gary Pendergrass (Hon).
750 SUPER STREET: 1. Scott Harmala (Hon); 2. Chris Mencher (Kaw); 3. David Zirkle (Hon).
OPEN SUPER STREET: 1. Tony Guest (Duc); 2. Mark Thomas (Kaw); 3. Earl Campbell (Duc).
450 SUPER STREET: 1. Clint Whitehouse (Yam); 2. Jim Collins (Yam); 3. John Harvey (Yam).
600 BOX STK: 1. Marty Vogel (Kaw); 2. Jim Poet (Kaw); 3. Aaron Post (Kaw).
FORMULA 3: 1. Chris Steward (Yam); 2. Jay Tanner (Yam); 3. Tom Sera (Yam).
750 BOX STK: 1. Scott Harmala (Hon); 2. Earl Roloff (Kaw); 3. David Zirkle (Hon).
OPEN BOX STK: 1. Danny Farnsworth (Hon).
450 PROD: 1. Clint Whitehouse (Yam); 2. Mark Capell (Yam); 3. John Harvey (Yam).
600 PROD: 1. Jim Poet (Kaw); 2. Earl Roloff (Kaw); 3. Clint Whitehouse (Yam).
FORMULA 4: 1. Frank Callinicos (Yam); 2. Gary Pendergrass (Hon); 3. Joe Paul (Hon).
VINTAGE: 1. Richard Smith (Tri); 2. Dave Fiorelli (BSA).
CLASSIC: 1. Fred Eiker (Nor); 2. Jim Schmidt (Nor); 3. Eric Dodd (Nor).

Williamson, top Pro at DeAnza MX

By Michael Gillies

SUNNYMEAD, CA, SEPT. 25

Montclair Yamaha's Keith Williamson (Yam) emerged the victor in DeAnza Cycle Park's 250cc Pro class today after a heated battle with Honda mounted Greg Nash and Pamona Valley Kawasaki's Pat Weber.

In the first Moto, Weber and his Kawasaki shot into the lead followed by Williamson, Nash, and Pamona Suzuki's Jeff Prievr. Weber held a solid first place until the second lap when a crash dropped him to fourth. Nash was now out in front with Williamson just inches behind. Weber wasted no time reeling in Prievr and passed him on the fourth lap, putting him in third place. Meanwhile, Williamson's pressure was slowly wearing on Nash, who finally gave in to the Yamaha pilot on lap seven. Weber moved up to challenge Nash for second but couldn't get by, due mostly to lapped riders. At the checkered flag it was Williamson first, Nash, with a strong second and Weber in third.

Weber did a repeat performance of his first moto start with yet another holeshot ahead of Prievr, Williamson, and Answer Products Ken Campbell (Kaw). Weber was not about to repeat the less profitable aspects of his first moto and began stretching his lead with each lap. Prievr was running second and doing a fine job of holding off Williamson. Nash was having some trouble holding on to Prievr and Williamson mid-moto, but Nash regained some steam and moved back up to challenge Prievr, who was passed by Williamson on lap nine. The checkered flag saw Weber first, Williamson second, and Prievr third. Williamson's 1-2 score edged out Weber's 3-1 for first, while Nash's 2-4 gave him third overall.

Results

PEE WEE: 1. Lee Ford (Yam); 2. Mark Nelson (Suz); 3. Chris Moore (Suz).
MINI BEG: 1. Michael Brooks (Yam); 2. Ernie Yanez (Yam); 3. Richard Geraghty (Yam).
MINI NOV: 1. Larry Sayeg (Kaw); 2. Eric Bisbee (Kaw); 3. Rick Lashley (Kaw).
125 BEG: 1. Larry Anderson (Hon); 2. Mark Guertin (Suz); 3. William Freeman (Suz).
125 NOV: 1. David Spencer (Kaw); 2. Ron McCall (Suz).
125 INT: 1. Tom Combs (Yam); 2. Lance Gorton (Kaw); 3. Alex Mansfield (Kaw).
250 BEG: 1. Jeff Stevens (Yam); 2. Greg Traver (Hon); 3. Don Wilborn (Yam).
250 NOV: 1. Luther French (Suz); 2. Chris Farrell (Suz); 3. Tom Thomsen (Yam).
250 INT: 1. Tim Cauby (Yam); 2. Jim Cogley (Yam); 3. Mike Gillies (Suz).
250 PRO: 1. Keith Williamson (Yam); 2. Pat Weber (Kaw); 3. Greg Nash (Hon).
OPEN BEG: 1. Danny Moralas (Hon); 2. Jim Paldee; 3. Mike Michetti (Hon).
OPEN NOV: 1. Patrick McBride (Yam); 2. Jim Caspio (Suz); 3. Max Hernandez (Hon).
OPEN INT: 1. Tim Criswell (Hon).
VETS SR: 1. David Hassell (Hon); 2. Bruce Prall (Yam); 3. Mike Collins (KTM).
VETS JR: 1. Ray Bailey (Yam); 2. Billy Traver (Hon).

Griswold kleen sweeps PRRO

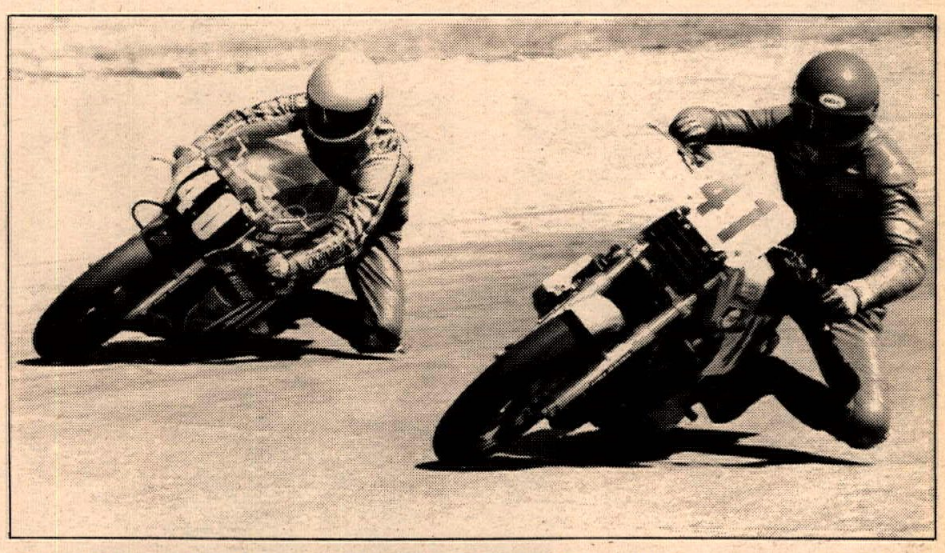
By John Arthur Burrus

PHOENIX, AZ, SEPT. 25

Unsponsored Todd Griswold out of Prescott Valley, Arizona, never got to look at the wrong end of an exhaust pipe as he practically coasted through two heats each of Super Street and Grand Prix competition for Phoenix Road Racing Organization's season opener at Phoenix International Raceway. Griswold ran an only slightly modified older model Suzuki 1000 a good half lap ahead of the competition through the wide open Formula I category, then did the same thing in Open Super Street — and all on a somewhat oily track.

One other big standout was Kevin Elliott at the throttle of Motorcycle-Marine's mean green 1000R Kawasaki taking two heats in the Open displacement Box Stocker category. Kevin got hung up in traffic but came out for the win in his first heat, then blistered the course in his second sprint. Starting from a half-lap behind the GP sleds, Elliott was the closest thing to Todd Griswold when the checkers dropped; having threaded his way through the entire field minus one.

In the 750cc or thereabouts stocker category, perrennial winner Mike Williams took both heats behind the tillers of a Sun Suzuki-Moto Pro sponsored 750 Suzuki, plus the overall win in B class Super Street.



Chris Steward (40) captured the win in the Formula One class while Mark Thomas settled for second at Willow Springs road racing action.

Award for the best pit crew went to the third-place winner in C Super Street Joseph Ali, who talked two very dedicated ladies into bump starting his old 500 Kaw two-stroker triple.

Results

BOX STOCK D: 1. Mark Boyles (Hon).
BOX STOCK C: 1. Eddie Wright (Kaw); 2. Randy Bechtel (Kaw).
BOX STOCK B: 1. Mike Williams (Suz); 2. Dave Vestal (Hon).
BOX STOCK A: 1. Kevin Elliott (Kaw); 2. Richard Kohn (Suz).
SUPER STREET D: 1. Jeff Anderson (Hon); 2. David Webster (Yam).
SUPER STREET C: 1. Eddie Wright (Kaw); 2. Gordy Lederer (Kaw).
SUPER STREET B: 1. Mike Williams (Suz); 2. Doug Lindsay (Kaw).
SUPER STREET A: 1. Todd Griswold (Suz); 2. Chuck Crawford (Suz).
GP FORMULA I: 1. Todd Griswold (Suz); 2. David Webster (Suz).
GP FORMULA 2: 1. Brian Sanders (Yam); 2. Norm Benedum (Yam).

Antillion, Hopkins and Lewis set Dunes afire

By Tom Griffith

VALENCIA, CA, SEPT. 25

Steady, hard-charging racing characterized today's combat as American Motocross Enterprises took its turn on the International Track at Indian Dunes Cycle Park. Aaron Lewis kept getting the "think" sign from his dad throughout both motos as his younger brother Lewis took a strong command of second place each go of the Mini Juniors. Riding on the rear tire of Bakersfield's Brian Peoples, these two Juniors moved away from the field at each gate with such ease the rest of the pack looked to be in a separate race. Peoples was able to hold off Lewis for the holeshot each moto, but Peoples went down in moto one out in the sand to settle for second and swallowed too much sand in moto two to record a DNF. No doubt both these outstanding Juniors will be doing battle as ranking Intermediates real soon.

In the 125cc Beginner gate a familiar face appeared, one Robert Hopkins aboard brother Joe's RM125. At 14 years old and a skant 100 pounds, Robert pushed the R & D prepped bike to the holeshot in moto one and into second in moto two. Leading the first moto all the way, Robert worked hard keeping Tony Mayes at bay and these two easily out-distanced the field to finish 1-2.

The second moto saw Mayes take the holeshot only to be passed before the tank-trap hairpin as Robert again rode in first. But this time Mayes pushed harder and stayed even closer than in moto one. Again these two hotshoes left the field as they pushed each other far into the lead. Going for the lead on the last lap, Mayes stuffed a sand rut and fell but recovered to finish 2-4 for second behind a perfect 1-1 ride of Hopkins.

The Intermediate class, lined 15 of the Southland's fastest at the gate, providing the closest contest of the day with the overall outcome not decided until the checker of moto two. Fully, the top-ten riders stayed within a few bikelengths of each other the entire race with constant passing and dicing the whole go. Taking the first checker honors went to Crossroads Suzuki rider Jeff Segale followed closely by Keith O'Neal and David Antillion and seven more riders. The second moto spared none of the first's thrills as into the last lap the new leader David Antillion was not assured of the win until O'Neal bobbled. Sailors copped second and Pullar avoided O'Neal to grab third. A fine effort netted the overall to Antillion followed by Pullar in second, Collier third and O'Neal fourth.

Results

PEE WEE: 1. Jeff Willoh (Yam); 2. Brad Schultz (Yam); 3. Pablo Lara (Suz).
JR CYCLE: 1. John Shaver (Kaw); 2. Jonathan Petralia (Suz).
MINI BEG: 1. Anthony Bejarano (Kaw); 2. Jason Yoshida (Yam); 3. Shiloh Tate (Yam); 4. Mike Griffith (Yam).
MINI JR: 1. Aaron Lewis (Kaw); 2. Paul Vlach (Yam); 3. Michael Dawson (Kaw); 4. Kevin Peoples (Kaw).
MINI EX: 1. Bryan Nelson (Kaw).
125 BEG: 1. Robert Hopkins (Suz); 2. Tony Mayes (Suz); 3. Jeff Johnston (Suz).
125 JR: 1. Brian Alexander (Suz); 2. Bill Waltman (Suz); 3. Guy Giffin (Hon).
125 INT: 1. David Antillion (Yam); 2. Jim Pullar (Hon); 3. Jim Collier (Kaw).
125 PRO: 1. Jon Ortner (Yam); 2. Joe Hopkins (Suz).
250 JR: 1. Keith Smart (Hon); 2. Rodger Williams (Mai); 3. Randall Wagner (Mai).
250 INT: 1. Jeff Hanzo (KTM); 2. Tim Wilson (Yam); 3. Greg Perolio (Hon).
250 PRO: 1. Ken Zahrt (Hon); 2. Erin Buskirk (Yam).
500 BEG: 1. Jim Korkunis (Yam); 2. Greg Moeller (Mai); 3. Robert Johnson (Yam).
500 JR: 1. Art Dart (Hon); 2. Mike Hutton (Hon); 3. Mike Wilson (Yam).
500 INT: 1. Phil Taylor (Hon); 2. John Nolind (Hon); 3. Joe Kehoe (Hon).
500 PRO: 1. Mark White (Yam); 2. Richard Bunch (Hon).
VET JR: 1. Walter Hard (Hon).
VET INT: 1. Gilbert Zavala (Suz); 2. Kent Shepard (Yam).
VET EX: 1. Alan Verchick (Yam).

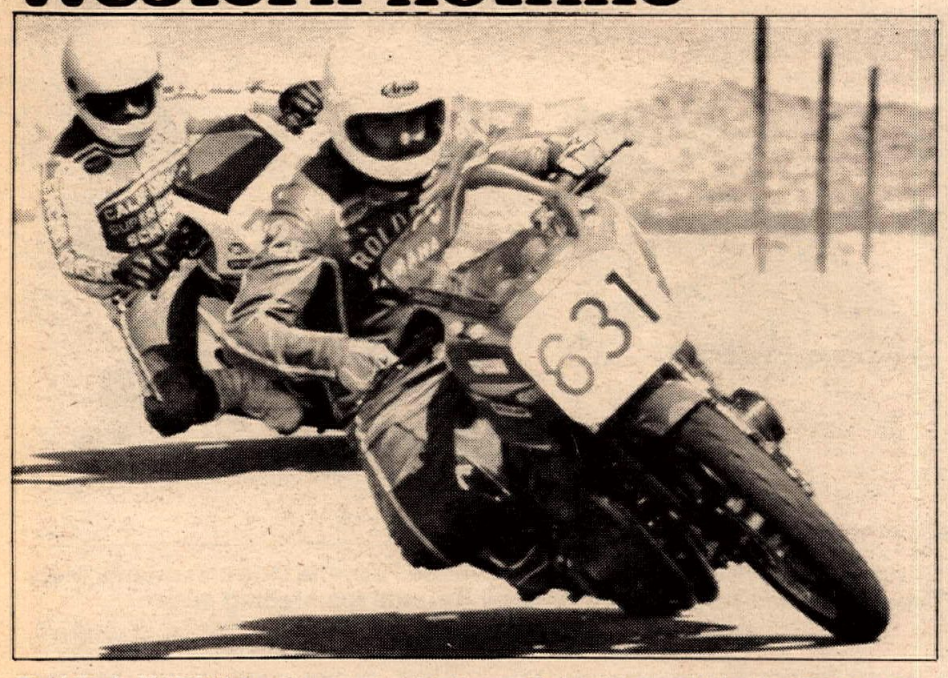
Burke, Wells, Douglass winners at Saddleback

By Lee Taylor

ORANGE, CA, SEPT. 25

California Racing Club fans were treated to a day of hot and heavy competition. Racers bidding for a place on the line at

Western hotline



Earl Roloff (631) leads eventual winner Scott Harmala in the 750cc Box Stock class at Willow Springs. Roloff finished in second.

the San Diego Amateur Supercross race in November.

The Minis fired up a crop of 80cc modified machines. Novice Don Burke and Steve Wamboldt, turned their Kawasakis loose and dueled tight down to the wire. Burke emerged the leader in both motos. Wamboldt cinched the runner up slot and Kawasaki Central entry Alvin Matthews rounded out the top three.

A mixed bag of Intermediates hit the track and stormed their way through both motos. Throughout the day, 250cc racers, Glen Wells and Bill Scott, feuded from one end of the track to the other. In their first round, they drag raced off the line. Scott edged his way past Wells and by the half-way mark had established a comfortable lead and appeared to be a shoein until a get off. Wells led across the line holding Scott to second and Tom Brown. The top three were all Honda mounted.

Second-moto action found the "dastardly duo" of Wells and Scott fighting each other for the win, well into the seventh lap. Heading into a turn, one went to the inside and the other to the outside, only to mix it up through the turn with Scott bailing into the tires. Brown took over second with Larry Dimmitt clinching third for the moto. Wells emerged with a ride in San Diego under his belt and top honors for the day.

Brown gathered second-place gold and Dimmitt took home third overall honors with a slick 4-3 ride for the day.

Results

60 NOV: 1. David Ochoa (Kaw).
60 INT: 1. Joel Tokarsky (Kaw); 2. Ephraim Benjamin (Yam); 3. Jacob Swain (Kaw).
60 EX: 1. Bubba Erickson (Kaw).
80 STK BEG: 1. Brian Cahoun (Yam); 2. Mark Capone (Suz); 3. Robert Shipman (Yam).
NOV: 1. Steve Wamboldt (Kaw); 2. Don Barke (Kaw); 3. Chris Broders (Kaw).
INT: 1. Colin Karther (Kaw); 2. Sean Delvenne (Kaw); 3. Todd Hayes (Suz).
80 MOD BEG: 1. Moose Wine (Suz).
NOV: 1. Don Burke (Kaw); 2. Steve Wamboldt (Kaw); 3. Alvin Matthews (Kaw).
INT: 1. Colin Karcher (Kaw); 2. Sean Delvenne (KX); 3. Scott Murphy (Kaw).
EX: 1. Jeff Barbacovi (Yam).
125 BEG: 1. David Graff (Suz); 2. John Grudjoski (Yam); 3. Jeff Dunlap (Suz).
125 NOV: 1. Gary Lacy (Yam); 2. Steve Kendall (Suz); 3. Brad Lennon (Yam).
INT: 1. Kim Douglass (Kaw); 2. Rich Truchinski (Hon); 3. Mark Lopera (Yam).
125 PRO: 1. Ron Turner (Cag); 2. Kurt Henricksen (Yam); 3. Terry Fowler (Yam).
250 BEG: 1. Bret Johnson (Yam); 2. Steve Tollison (Hon); 3. Floyd Byars Jr. (Suz).
NOV: 1. Mike Musson (Suz); 2. Steve Lawler (Yam); 3. David Bowman (Yam).
INT: 1. Glen Wells (Hon); 2. Tom Brown (Hon); 3. Larry Dimmitt (Hon).
PRO: 1. E. Vince McMahon (Yam); 2. Val Tamietti (Mai); 3. Joe Melton (Suz).
OPEN BEG: 1. Marty Campbell (Suz); 2. Alex Miller (Hon); 3. Joel Lesebure (Suz).

Gomez on top at Saturday Saddleback

By Terry Whytal

ORANGE, CA, SEPT. 24

Suzuki pilot Tony Gomez powered to the 250cc Pro overall victory at this weeks Saddleback Motocross event. Gomez used two runner-up finishes to outpoint his competition in the race.

Vince McMahon wicked his Yamaha into the first moto lead and opened a safe lead at the midway point only to have chain problems send him to the pits. McMahon re-entered the race a couple laps down but rode hard to work back up to sixth at the finish, as Yamaha rider Danny Bartholomew led Gomez to the checkers ahead of Maico-mounted Val Tamietti.

McMahon avenged his first moto problems by running away with the second round. Gomez pushed hard to stay in second knowing the overall win was at stake as Tamietti kept the pressure on from third. Tamietti claimed the number two share of the cash with Batholomew placing third overall and McMahon taking fourth with a 6-1 score.

BTS/Wheelsmith/Honda rider Bill Keefe claimed the first Open Pro moto win but DNF the second leaving the overall door open for first round runner-up Mark Adamson to move his Suzuki into the top slot. Honda rider Bob Rutte thumped his way to second.

Michael Preston piloted his Kawasaki to the 125cc Pro class victory despite tough competition from Suzuki riders Mike Kell and Tim Foster. Kell picked up the second-place honors in each moto with Foster taking a credible third.

Results

OPEN PRO: 1. Mark Adamson (Suz); 2. Bob Rutten (Hon); 3. Bill Keefe (Hon).
250 PRO: 1. Tony Gomez (Suz); 2. Val Tamietti (Mai); 3. Danny Bartholomew (Yam).
125 PRO: 1. Michael Preston (Kaw); 2. Mike Kell (Suz); 3. Tim Foster (Suz).
250 INT: 1. Greg Fountain (Yam); 2. Darren Sykes (Kaw); 3. Wayne Sykes (Kaw).
125 INT: 1. Tom Combs (Yam); 2. Trey McFarland (Yam); 3. Buzz Iopolo (Hon).
OPEN NOV: 1. Tracy Hrach (Hon); 2. Jim Caspio (Suz); 3. Greg Whitfiel (Yam).
250 NOV: 1. Bob Fields (Hon); 2. Ken Drake (Hon); 3. Tim Harris (Mai).
125 NOV: 1. Brad McClennan (Yam); 2. Richard Oliver (Yam); 3. Jim Denham (Kaw).
VET EX: 1. 1. Alan Olson (Hon); 2. Dennis Cox (Hon); 3. Horst Leitner (Yam).
MINI BEG: 1. Mike Mason (Yam); 2. Randy Danylo (Yam); 3. Eric Nyman (Kaw).

Cannon, Carr, Klatt Expert winners at Ascot Pro-Am TT

By Maureen Lee

GARDENA, CA, SEPT. 23

The riders competing in the AMA's pilot Pro-Am program at Ascot had the delight of riding on the long TT course Friday evening. Unfortunately it got away from more than a couple of them and the ambulance had to move and transport. The program was shortened to two races per class instead of the usual three; time to run off the program being the factor.

In the 250cc Novice class, Archie Perez led the first race all the way to the finish but had troubles in the second. Al Maglietto won it followed by Steve Dyer and R.M. Stoutenburg.

Curtis Cannon rather devastated the 250cc Expert class, with the rest of the riders straggling out around the circuit. At one point, Bruce Nordstrom and Bryan McDowell did make a race out of it and Ted Taylor was well placed in second, until he was forced out of it.

Dana Dumont, Ed Ho and Tim McEntee had a good one going first race of the 500cc Novice until McEntee was forced out with a broken oil line dumping all over his pipe creating lots of smoke. Ed Ho went home the winner.

Mike Boyle, one of the original Griptsters M.C. members who was responsible for those terrific Elsinore Grand Prixs, almost did himself in in the 500cc Expert class. He came over the jump, got out of shape and crashed. He is currently spending some time in Harbor General getting some foot bones put back into their proper placement and nursing assorted bruises.

Chris Carr won the class with a commanding lead both times out, but, the second race it was Curtis "Cannonball" Cannon who unloaded. His mount shook its head violently after a landing over the jump and slung Curtis off. The hard ground rang his chimes and he got a ride to the hospital with a broken arm. We should dub that class the Band Aid Brigade, normally such shenanigans go on among the novices, not the experts!

Results

250 NOV: 1. Al Maglietto; 2. Steve Dyer; 3. R.H. Stoutenburg.
250 JR/EX: 1. Curtis Cannon; 2. Bruce Nordstrom; 3. Matt Dobrick.
500 NOV: 1. Ed Ho; 2. Dana Dumond; 3. Bruce Beatty.
500 JR: 1. James Kesler; 2. SKip Cristy; 3. Robb Saunders.
500 EX: 1. Chris Carr; 2. Randy Bird; 3. Jeff Johnson.
VET I: 1. Robert Huntsman; 2. Don Meiner; 3. Al Maglietto.
VET II: 1. John Sperry; 2. Mike Boal; 3. Bill Bartels.
250 PRO: 1. Chris Carr; 2. James Marrell; 3. Dan McDonnell.

Thompson rules ovals at Corona Raceway

By Elaine Jones

CORONA, CA, SEPT. 21

The last Wednesday nite of the season saw a very good turnout of sportsmen and some fine racing on the Corona ovals. The Pros that did show up got an excellent track to get a final tuneup for Ascot.

The Open Money Short Track was a match race between Roger Thompson and Eddie San Roman, and with San Roman minus his Wood Rotax, it was a wire-to-wire romp for Thompson. Things started out differently in the Open Money Half Mile with San Roman out in front by the drop of the flag, John Barricklow second and Thompson third. Thompson got by Barricklow on the second lap, and one lap later, found the chink in San Roman's armor to take over the lead. From thereon out, it was clear sailing for the youngster from Norco, as he chalked up his second money win of the nite. San Ramon held off Barricklow for the second.

Barricklow did not go home empty handed, but in the Open Am/Expert Half Mile, he had to work for the win. Off the line, it was Bob Graves with Keith Peel in second and Dan Kane third. At the start, Barricklow was off fifth, but by the second lap had moved to fourth, and by the fourth lap he was running third. It took him until the seventh lap to move into second and with the white flag out he went for it and nipped Graves at the finish line for the win. Dan Kane rounded out the field with third. The Short Track was much easier for Barricklow as he got by Graves on the second lap and had it made. Keith Peel followed Graves home for the third.

Results

SHORT TRK
PEE WEE: 1. Dustin Skalski (Yam).
MINI: 1. Brian Hagge (Yam); 2. Howard Hagge (Yam).
250 NOV: 1. Brad Roberts (Yam); 2. Gilles Giauffer (Yam); 3. Danny Perez (Yam).
250 AM/EX: 1. Shawn Pettis (Yam); 2. Rich Sweaney (Yam); 3. J. Ward McKee (Kaw).
OPEN NOV: 1. Jeff Hagge (Yam); 2. Richard Schroeder (Yam); 3. Bruce Beatty (Suz).
VETS: 1. J. Ward McKee (Kaw); 2. Bob Huntsmen (KTM); 3. Jack Sciranka (Yam).
OPEN AM/EX: 1. John Barricklow (Yam); 2. Bob Graves (Yam); 3. Dana Dumond (Yam).
OPEN MONEY: 1. Roger Thompson (Tri); 2. Eddie San Roman (Yam).
HALF MILE
MINI: 1. Brian Hagge (Yam); 2. Howard Hagge (Yam).
250 NOV: 1. Brad Roberts (Yam); 2. Gilles Giauffer (Yam); 3. Danny Perez (Yam).
250 AM/EX: 1. Rich Sweaney (Yam); 2. Keith Peel (Yam); 3. Ken Barrow (Yam).
OPEN NOV: 1. Ruben Malaguarnero (Yam); 2. Jeff Hagge (Yam); 3. Richrd Schroeder (Yam).
VETS: 1. Jack Sciranka (Yam); 2. Bob Huntsmen (Kaw).
OPEN AM/EX: 1. John Barricklow (Yam); 2. Bob Graves (Yam); 3. Dan Kane (Yam).
OPEN MONEY: 1. Roger Thompson (Yam); 2. Eddie San Roman (Yam); 3. John Barricklow (Yam).

McCoy, Moore split Mini Expert wins at CRC Dunes

By Tom Corley

VALENCIA, CA, SEPT. 18

A car race occupied the Indian Dunes International track while the California Racing Club Motocross was stationed under the shady trees at the Shadow Glen track. Today was a qualifying event for the San Diego Stadium race and this helped to draw a large crowd of riders. It was a day when several of the top Mini Experts decided to qualify, and featured in the line-up was Mouse McCoy and Bobby Moore. McCoy swept the motos in the 80cc Stock Expert race for that victory, while Moore walked away with the 80cc Modified Expert win.

Moore is the fastest rider that races

a Mini for Yamaha. Besides Yamaha Motor Corp. his sponsors include JT Racing, Scott Goggles and PJ-1. Moore took a bad start in the first moto of the 80cc Stock Expert class and was behind the Kawasaki bikes of McCoy, who was the leader; and also Jeff Reynold, who was the runner-up. Soon Moore started to scheme on passing Reynolds and he succeeded to do so on a corner that was located on the sandwash. Through the finish it was McCoy in first, Moore in second, Reynolds in third, Shawn Kalos in fourth, aboard his new Honda, and then Robert Naughton on his green machine.

It was McCoy with the holeshot and the lead in the final moto of the 80cc Stock Expert race. McCoy started to out-distance himself from the rest of the pack which included Moore in second and Reynolds in third. Reynolds closed in on Moore and was within striking distance yet couldn't pull off the pass. Through the finish it was McCoy, Moore, Reynolds and Naughton.

Results

PEE WEE: 1. Brad Schultz (Yam); 2. Jeff Willoh (Yam); 3. Robby Hammond (Yam).
60 INT: 1. Joel Tokarsky (Kaw); 2. Damon Huffman (Kaw); 3. Jacob Swain (Kaw).
80 STK BEG: 1. Ray Bagar (Suz); 2. Kenny Powell (Kaw); 3. Billy McLaughlin (Suz).
80 STK NOV: 1. Jimmy Lewis (Kaw); 2. Steven Kotajarvi (Kaw); 3. Aaron Lewis (Kaw).
80 STK INT: 1. Alan Pierce (Kaw); 2. Chris Cole (Kaw); 3. Scott Murphy (Kaw).
80 STK EX: 1. Mouse McCoy (Kaw); 2. Bob Moore (Yam); 3. Jeff Reynolds (Kaw).
80 MOD BEG: 1. Jimmy Waltman (Suz); 2. Don Odom (Yam).
80 MOD NOV: 1. Steven Kotajarvi (Kaw); 2. Ronnie Densford (Hon); 3. Sean Blanchard (Kaw).
80 MOD INT: 1. Jeff Mabery (Kaw); 2. Alan Pierce (Kaw); 3. Chris Cole (Kaw).
80 MOD EX: 1. Bob Moore (Yam); 2. Robert Naughton (Kaw); 3. Jeff Frog (Yam).
125 BEG: 1. David Shier (Hon); 2. Randy Moseley (Hon); 3. Tony Mayes (Suz).
125 NOV: 1. Mike McCleneghan (Suz); 2. Bill Waltman (Suz); 3. Tom Holt (Suz).
125 INT: 1. David Antillion (Yam); 2. Richie James (Suz); 3. Craig White (Suz).
125 PRO: 1. Larry Brooks (Hon); 2. Doug O'Donnell (Suz); 3. Mike Kell (Suz)/
250 BEG: 1. Dave Williams (Suz); 3. Krabs Krull (Hon).
250 NOV: 1. BJ Lehn (Suz); 2. Eric Riepe (Suz); 3. Rick Perez (Hon).
250 INT: 1. Mark Maynor (Hon); 2. Glen Wells (Hon); 3. Jeff Hanzo (KTM).
250 PRO: 1. Robert Laughlin (Kaw); 2. Ken Zahrt (Hon); 3. Erin Buskirk (Yam).
500 BEG: 1. Eric Cormier (Hus); 2. Robin Hannah (Hus); 3. Dough Dougherty (Yam).
500 NOV: 1. Darin Lundquist (Hon); 2. Art Dart (Hon); 3. Mike Hutton (Hon).
500 INT: 1. Wade White (Suz); 2. Ruben Falcon (Hon); 3. Jim Whipple (Hon).
500 PRO: 1. Randy Morales (Yam); 2. John Caper (Hon).
VET JR: 1. Ron Spiers (Suz); 2. Mick Mistretta (Suz); 3. Kent Johnson (Mai).
VET INT: 1. Kent Shepard (Yam); 2. Dennis Warner (Yam).
VET EX: 1. Jon Miller (Mai); 2. Charlie Spellman (Yam); 3. Joseph Broussard (Suz).

Blose grabs double wins in Arizona Fall Series

By Pam Hardin

PHOENIX, AZ, SEPT. 17

In the second race of the Arizona Fall Series Chappy Blose, a Thunderidge Kawasaki rider, took both the 125cc and 250cc Experts. Finishing second in both those classes was Sunnyslope Honda's Bobby White.

Another Sunnyslope rider, Steve Patterson, holeshot the first moto of the 250's with Todd Kessel and Scott Reddell in tow. Yamaha support rider Tom Witt quickly moved into second, but just as quickly lost control around the sweeper and took Apache Honda's Rick Nagle down with him. Patterson, still in the lead, began to get pressure from Blose and White. While Patterson and Blose kept close company, White stayed within striking range. Patterson got the worst of the bar banging and after a lap went down to fourth. Blose held the lead till the half way point, with White taking over for the first moto win. Finishing behind Blose was John Imbriale, Patterson, Maxima's Bruce Peters and Nagle.

The walking wounded Nagle, sore from his first moto spill with Witt, pushed into the lead ahead of Blose, Patterson and Camelback Honda's Imbriale. By the start of the second lap, Blose had moved past Nagle. For the next ten laps the positions would remain till the finish. Blose, Nagle, Imbriale and White all opened up leads on each other. The only battles going on were for fifth place. Apache Honda's Glenn Dawson and Camelback Honda's Eric Kirk slugged it out with Kirk taking a DNF and Dawson taking the fifth. With only four laps left Nagle started to slowly eat away Blose's lead. He reeled him in and slid by on the back section before taking the white flag.

That win tallied with his first moto sixth garnered him a fourth overall finish behind Imbriale, White and Blose; third, second and first, respectively.

Results

Y ZINGER: 1. J.T. Stewart (Yam); 2. Butch Spence (Suz); David Green (Yam).
PEE WEE NOV: 1. Kevin Kinman (Hon); 2. Aaron Stewart (Kaw); 3. Brian Cook (Kaw).
PEE WEE AM: 1. Chip Young (Hon); 2. Justin Jaurique (Hon).
80 BEG: 1. Jessy Morgan (Kaw); 2. Morgan Adams (Kaw); 3. Greg Johnson (Yam).
80 NOV STK: 1. J.J. Tunnell (Suz); 2. Don Tistle (Kaw); 3. Randy Shipley (Kaw).
80 NOV MOD: 1. J.J. Tunnell (Suz); 2. Randy Shipley (Kaw); 3. Joe Mozeris (Hon).
80 AM STK: 1. Billy Carlson (Kaw); 2. Jimmy Button (Hon); 3. Mike Bailey (Suz).
80 AM MOD: 1. Billy Carlson (Kaw); 2. Grady Ingram (Kaw); 3. Jimmy Button (Hon).
80 EXP STK: 1. John Moran (Yam); 2. Criag Nielsen (Kaw).
80 EXP MOD: 1. John Moran (Yam); 2. Criag Nielsen (Kaw).
125 BEG: 1. Dean Kreuzer (Suz); 2. Scott Gilbert (Kaw); 3. Steve Sampagnaro (Hon).
125 NOV STK: 1. Bill Arrendale (Yam); 2. Tony Osuch (Suz); 3. Rob Grangrade (Yam).
125 NOV MOD: 1. Tony Osuch (Suz); 2. Virgil Hernandez (Hon); 3. Sean Colby (Yam).
125 AM STK: 1. Bryan Bruner (Kaw); 2. Dennis Parker (Yam); Shawn Hilton (Kaw).
125 AM MOD: 1. Dennis Parker (Yam); 2. Bryan Bruner (Kaw); 3. Shawn Hilton (Kaw).
125 EXP: 1. Chappy Blose (Kaw); 2. Bobby White (Hon); 3. Robert Mason (Yam).
250 BEG: 1. Tod Cupp (Kaw); 2. Harold Colville (Hus); 3. Stacy Rains (Suz).
250 NOV STK: 1. David Guy (Yam); 2. John Almeida (Hon); 3. Bill Boult (Hon).
250 AM STK: 1. Jeff Bertram (Hon); 2. T.J. Morrow (Hon); 3. Steve Akers (Suz).
250 AM MOD: 1. T.J. Morrow (Hon); 2. Steve Akers (Suz); 3. Pete Leschniok (Hon).
250 EX: 1. Chappy Blose (Kaw); 2. Bobby White (Hon); 3. John Imbriale (Hon).
OPEN NOV: 1. Ronald Gamble (Yam); 2. Jim Maxwell (Hon); 3. Neil Goodell (Hon).
OPEN AM: 1. Chris Leyva (Hon); 2. John McCurry (Suz); 3. Ray Gorell (Yam).
OPEN EX: 1. Bryan Hayes (Yam); 2. Larry Witt (Hon); 3. Jonnie Deremo (Hon).
OT NOV: 1. George Tunnell (Hon); 2. John Turner (Hus); 3. A.J. Spevice (Suz).
OT AM: 1. Rick Myers (Hon); 2. Monte Whitaker (Hon); 3. Floyd Shalley (Hon).
SIDEHACKS: 1. Greg Smith/Steve Henry; 2. Jerry Huegle/Bobby Campa; 3. Alan Deeney/Paul Hintz.

Conway, Hicks and Kell best Pro at State Qualifier

By Terry Whytal

ORANGE, CA, SEPT. 17

Team Tamm/Honda rider Jeff Hicks engaged in a fierce battle with Honda pilot Jim Tarantino over top 250cc Pro honors at this weeks Saddleback Motocross State Championship Qualifier.

Tarantino took the early leads in both motos, but Hicks kept the pressure on and reached the checkers first despite Tarantino's aggressive speed here at Saddleback. Dallas Baker Yamaha rider Vince McMahon stayed close in each race to finish third overall.

A pair of 125cc riders engage in a dog fight for position exiting a turn while enduring the long thirty minute motos at Saturday Saddleback motocross.

Suzuki rider Mike Kell used two runner-up finishes to capture the 125cc Pro class overall win. Kell followed Honda rider Robbie Brown to the checkers in round one, but Brown slipped to fourth in moto two. Tamm teamster Chris Heisser ran away with moto two, but clutch problems in round one cost him the overall. Brown placed second for the day with Honda rider Rich Collins edging Heisser for third.

Honda rider Dan Conway traded moto wins with Marty Tripes to claim the overall Open Pro win. Honda-mounted Tripes was fast all day, but Conway was more consistent. Pro Circuit Husky rider Andy Jefferson rounded out the top three.

Yamaha rider Bobby Moore aced the Mini Expert class, recording back-to-back moto wins over Honda riders Shawn Kalos and Mouse McCoy. Kalos took second place overall honors with McCoy ending the day third.

Results

OPEN PRO: 1. Dan Conway (Hon); 2. Marty Tripes (Hon); 3. Andy Jefferson (Hus).
250 PRO: 1. Jeff Hicks (Hon); 2. Jim Tarantino (Hon); 3. Vince McMahon (Yam).
125 PRO: 1. Mike Kell (Suz); 2. Robbie Brown (Hon); 3. Rich Collins (Hon).
OPEN INT: 1. John Nolind (Hon); 2. Cory Timms (Hus); 3. Bill Haney (Yam).
250 INT: 1. Ron Economo (Yam); 2. Dave Berger (KTM); 3. George Wehrman (Hon).
125 INT: 1. Curt Kadna (Yam); 2. Tony Bienert (Hon); 3. Buzz Toppolo (Hon).
OPEN NOV: 1. Bart Hitt (Mai); 2. Jeff Clausen (Hon); 3. Jim Caspio (Suz).
250 NOV: 1. Greg Mayer (Mai); 2. Chris Kleczko (Hon); 3. Ken Drake (Hon).
125 NOV: 1. Kenny Reeves; 2. Jim Denham (Kaw); 3. Dale Holcomb (Suz).
250 BEG: 1. Eric Alloy (Yam); 2. Jeff Magigan (Suz); 3. Tom Kirkley (Hon).
MINI INT: 1. Sean Delvenne (Kaw); 2. Shane Trittler (Hon); 3. Jeff Mabery (Kaw).
MINI EX: 1. Bob Moore (Yam); 2. Shawn Kaios (Hon); 3. Mouse McCoy.
MINI BEG: 1. Randy Danyco (Yam); 2. Daryl Siack (Kaw); 3. Mike Masun (Yam).
MINI NOV: 1. Craig Miller (Suz); 2. Gary Trachy (Kaw); 3. Alvin Matthews (Kaw).
WOMEN EX: 1. Karen Leitinger (Suz); 2. Natalie Stelbner (Suz); 3. Maria Gonzalez (Suz).
WOMEN NOV: 1. Julie Poty (Suz); 2. Patti Stuebner.
VET EX: 1. Chuck Minert (Hon); 2. Marino Bastionell (Suz); 3. Bob Lambert (Hon).

McMahon, CRC San Diego qualifier at Corona Raceway

By S.E. Roger

CORONA, CA, SEPT. 16

Vince McMahon was back in the saddle again at Corona Raceway Friday night. He blew away the 250cc Pro class in both motos. The Malcolm Smith sponsored rider beat out Jerry Black (KTM) and Keith Clark (Hon) in strenuous motocross action. Rick Vanderham of Sunwest Yamaha started off strong in the first moto but fell to a fifth place finish. He placed third in the second moto and placed fourth overall.

Corona Raceway ran a California Racing Club qualifier for the amateur day in San Diego. Fifty percent of the class qualified for it. The racers turned out in great numbers going at it wholeheartedly for both trophies and qualifying slips.

Jeff Stevens (Yam) won the 250cc Beginner class. He led the entire field in both motos. Following Stevens in the first moto was Jim Williams (Suz) who lost to Don Wilborn (Yam) in the second moto. Williams placed third overall while Williams finished second.

There was a decent showing of 60cc bikes Friday night. The young riders have come a long way since their premier at Corona a little over a year ago. The Pee Wee class is now running behind the Mini Beginners and are racing in the hills. They are all holding their own and many of them are beating the bikes with greater horsepower. Dustin Evans (Yam) won the age-ten-and-over class and was followed by Deric Garcia (Kaw). Little Robert Naber swept away the age-nine-and-under class, and Ryan Doty (Kaw) finished second to him. •

Results

125 PRO: 1. Chad Barnes (Kaw); 2. Gerry Lattimer (Hon); 3. Dane Patao (Suz).
250 PRO: 1. Vince McMahon (Yam); 2. Jerry Black (KTM); 3. Keith Clark (Hon).
MINI INT: 1. Ron Jordan; 2. Mike Fite.
125 INT: 1. Jason Neuman (Yam); 2. Mark Decker (Yam); 3. Brandon Schneider (Suz).
250 INT: 1. Tom Brown (Hon); 2. Larry Dimmitt (Hon); 3. Rick Beingesser (Hon).
OPEN INT: 1. Kenny Garnica (Hon); 2. Jim Anderson (Hon).
MINI NOV: 1. John Holmes (Kaw); 2. Derek Parsons (Kaw); 3. Billie Paugh (Kaw).
125 NOV: 1. Alex Mansfield (Kaw); 2. Gary Lacy (Yam); 3. Billy Nielson (Yam).
250 NOV: 1. Mike Magallenes (Yam); 2. Darl Benner (Suz); 3. Tom Mee (KTM).
MINI BEG 13-OVER: 1. Sean Swenson (Kaw); 2. Pierre Lawquerre (Kaw); 3. Roy Bloodworth (Suz).
MINI BEG 12-UNDER: 1. Charles Vice (Suz); 2. Ephraim Benjamin (Yam); 3. Brian Sanchez (Yam).
125 BEG DIV 1: 1. Todd Johnson (Suz); 2. Mark Damaske (Kaw); 3. Kenny Collier (Kaw).
125 BEG DIV II: 1. Tracy Laye (Yam); 2. Wayne Knudson (Suz); 3. Clift Wales (Suz).
250 BEG: 1. Jeff Stevens (Yam); 2. Don Wilborn (Yam); 3. Jim Williams (Suz).
500 BEG: 1. Alex Miller (Hon); 2. David Albright (Yam); 3. Tim Silkwood (Hon).
VETS: 1. Alan Gerkey (Hon); 2. Earl Shuler (Yam); 3. Al Engleking (Suz).
PEE WEE 10-OVER: 1. Dustin Evans (Yam); 2. Deric Garcia (Kaw); 3. Dan Balon (Kaw).
PEE WEE 9-UNDER: 1. Robert Naber (Kaw); 2. Ryan Doty (Kaw); 3. Jacob Swain (Kaw).

NORTHERN DATELINE

Jim Cobham (55) leads a neat file of 250cc Intermediates through the whoops at the Cal-Expo track. Cobham went on to take the overall victory.

Trans-Cal Series: Round 2

Kiedrowski dominates at Cal-Expo Supercross

By Tom Corley

SACRAMENTO, CA, OCT. 2

Answer Products/PJ-1 sponsored Mike Kiedrowski is on a winning streak in the important Diet Coke/CMC Trans-Cal Series. Talented Kiedrowski, from Canyon Country, had to fight yet he pulled off the 80cc Intermediate win in the opening event at Spillway Park. The deep sandy terrain of Spillway differed completely from that of Sacramento's Cal-Expo, the site of the Supercross and today's Amateur event, yet Kiedrowski proved himself once more as he swept both motos for the overall win. A competitive force came from Alan Pierce from Bakersfield who became the runner-up and also Clovis resident Dallen McKenney, who hooked third.

There were 19 riders in the 80cc Intermediate 12-16 class in which Kiedrowski was involved. Taking the holeshot in the first moto was J.J. Taylor on a Kawasaki out of Fair Oaks. His lead was very brief as Kiedrowski caught him by the end of the starting stretch to snatch the lead away. As they came around on the first lap, it was Kiedrowski with the lead and Dallas McKenney in the number-two spot. Taylor was still in a good position as he held down third place but Alan Pierce was on his tail. The first notable crash happened over a series of whoops where the spectators lined up against and it was Todd Hicks and Jeff Wenger tangling bikes. On the next lap, Pierce worked past Taylor to advance to third place. Through the finish line it was Kiedrowski with the win on his Kawasaki. McKenney was the top northern rider and he took second over Pierce and Taylor.

The track was watered by means of a hose rather than a water truck. Right before the final moto of the 80cc Intermediate class the first turn was watered down thoroughly and this was enough to drop a couple of riders. Jeff Mabery and J.J. Taylor bit the loose ground with Taylor plowing into a haybale. The good times were rolling for Kawasaki as it was Kiedrowski, McKenney and Pierce taking the lead positions on their green machines. The racing became intense as Pierce was pushing hard to pass McKenney and claim second place. As these two riders flew over the Miller High Life Mountain, the finish jump, Pierce became the new second place rider. This change of event was good for Pierce yet very bad for McKenney, who not only lost his position but landed hard into a haybale. Fortunately, the fall didn't harm McKenney and his bike started up easily. McKenney was able to continue and he held a fine third place. Through the checkered flag they came with Kiedrowski with the clean win ahead of Pierce and McKenney.

Two first place wins earned Mike Kiedrowski the overall win and a huge first place trophy.

While Kiedrowski was the champ of the 80cc Intermediate 12-16 class, it was Vacaville's Mike Pascarella with the 80cc Intermediate 9-11 win. Pascarella took a hard knock but quite remarkably came through with the first moto win. He hit the ground while coming off some double jumps on the first lap. Holding down the lead was Jimmy Clay from Hayward and Ronnie Densford from Canyon Country where Kiedrowski lives also. Going through some tough roller jumps, Clay lost control of his Yamaha. Densford snatched the lead and then it was Densford, Pascarella who got underway and Clay. Densford had well over a 100-yard lead and it seemed as though he had it made. This wasn't true, though, as Pascarella was making a strong drive to catch him. Pascarella moved up within striking distance. On the very last corner, before the finish line, Pascarella slid past Densford to take away the lead. It was Pascarella, Densford and Clay.

Pascarella avoided the trouble of playing catch up and took the holeshot in the final moto. Densford was in second ahead of Clay. Over a section of jumps, Clay nearly passed Densford but was unsuccessful. These three held their positions and there was no passing like in the first round.

Two firsts earned Pascarella the top position overall. Densford, from American Honda, had a pair of seconds which gave him that position overall. Clay took third.

Bill Waltman had to go to great lengths to race at Sacramento. He was able to get a ride to the race from Robert Forest and traveled back home to Quartz Hill with Jeff Mabery. Waltman was a top contender in the 125cc Junior Division One class as he took second place behind Hugh Parker the winner. Waltman took the lead in the first moto while followed by Hugh Parker and Dave Schwarzott. Then Waltman dropped his bike but was able to pick it up and continue with the lead. "On the super berm, I hit the haybale and it hurt!" explained Waltman. Soon Schwarzott worked by Parker to take over second place. Later Schwarzott lost second place when he fell down on a straight. Emory Cate moved up to second place. Through the finish it was Waltman, Cate, Schwarzott and Parker.

Jeff "Chicken" Matiasevich had a bad first moto but made quite a comeback in the final moto. He took the holeshot and was followed by Parker, Cate, Haney and Waltman. The track was slippery and Matiasevich spun out his Suzuki on a corner before some stutters. Parker became the new leader, while Matiasevich went down, and running into him was Cate, who bailed also. Soon, Waltman slid out on that corner but kept going. Paker held the lead over Robert Haney and then Matiasevich, who got underway. "Chicken" was not to be underestimated as soon he caught up to the leaders. He tagged Haney on a small corner, and then he snatched the lead away from Parker over a jump. Matiasevich advanced over those two riders within two turns. Remarkably, Matiasevich took the moto win over Parker, Haney, Schwarzott and Waltman. Every rider in this race had a different finish from the first moto to the second moto. The 4-2 tally of Hugh Paker was the finest and he took the overall. Waltman out-shined everyone in the first moto but got hung up in traffic in the final even. Still, Waltman was the runner-up overall with a 1-5 score. Dave Schwarzott had a 3-4 which gave him third. Robert Haney's 5-3 won him fourth. The inconsistent 10-1 tally of Jeff Matiasevich landed him fifth overall.

Results

60 THRU 8: 1. John Shaver (Kaw); 2. Tom Donahue.
60 9-11: 1. Don Piantanida (Kaw); 2. Brian Walters (Hon); 3. Brian Roth (Kaw).
80 JR 9-11: 1. Duston Evans (Suz); 2. Don Piantanida (Suz); 3. Philippe Agostini (Suz).
80 JR 12-16: 1. Craig Miller (Suz); 2. Sean Blanchard (Kaw); 3. Paul Blomquest (Kaw).
80 INT 9-11: 1. Mike Pascarella (Suz); 2. Ronnie Densford (Hon); 3. Jimmy Clay (Yam).
80 INT 12-16: 1. Mike Kiedrowski (Kaw); 2. Alan Pierce (Kaw); 3. Dallen McKenney (Kaw).
125 JR DIV 1: 1. Hugh Parker (Hon); 2. Bill Waltman (Suz); 3. Dave Schwarzott (Hon).
125 JR DIV 2: 1. Gary Pash (Kaw); 2. Troy Pryor (Suz); 3. Lloyd Green (Yam).
125 INT DIV 1: 1. Richard Fleming (Yam); 2. Mike Magallanes (Yam); 3. Jim Matiasevich (Suz).
125 INT DIV 2: 1. Jim Perry (Suz); 2. Jeff Spencer (Kaw); 3. John Posca (Yam).
250 JR DIV 1: 1. Jeff Sills (Hon); 2. Rod Hamby (Yam); 3. Eric Kermond (Kaw).
250 JR DIV 2: 1. Charlie Venegas (Yam); 2. Mike Wilson (Yam); 3. Mike Hawks (Yam).
250 INT DIV 1: 1. John Roitinger (Yam); 2. Doug Russell (Yam); 3. Chris Shaw (Cag).
250 INT DIV 2: 1. Jim Cobham (Hon); 2. Ron Economu (Yam); 3. Don Goettling (Suz).
500 JR: 1. Mike Wilson (Yam); 2. Kevin Laurence (Yam); 3. Louis Ledlow (Yam).
500 INT: 1. Darin Lundquist (Hon); 2. Ron Lewis (Yam); 3. Karl Holmberg (Yam).
VET SPTSMN: 1. Tom Prichard (Hon); 2. Reid Goyette (Hon); 3. David Lehman (Yam).
VET MASTER: 1. Scott Davis (Hon); 2. Gary McPherson (Hon).
OT SPTSMN: 1. Jim Benard (Hon); 2. Jesse Dean (Suz); 3. Gary Trower (Mai).
OT MASTER: 1. Mike Collins (Hon).

Kreamer strikes at SHR night MX

By Jim Bowman

BRENTWOOD, CA, SEPT. 30

Little Jeremy Kreamer has been chasing Ryan Gardner in the 60cc class for several weeks in the Red Cross Benefit MX Series at Sand Hill Ranch, and passed him in the second moto tonight to win his class. The two-man 60cc class wasn't the only small class; a rain storm hit northern California on Thursday and discouraged attendance as it continued through to Friday and the slippery Continental Motorsports Club event.

All the Mini class riders rode in the first of four races and as usual, Terry Bostard won the overall as the only 80cc Expert on the track. Jimmy Clay started best in the 80cc Intermediate class in both rounds and took the class win over Jason Assad, who passed him the first moto, but fell in the second. Right behind the front runners, Jesse Britain claimed the 80cc Junior honors with consistent fourth overall finishes. Robbie Paulson was second of the seven 80cc Juniors with two sixth overall scores.

The second race of the night was the 250cc Junior race and Vet Master Dave Morgen was entered here as an Intermediate because there weren't enough Vet class riders on hand. To win a trophy, Morgen had to win overall and that he did with two number-one rides. Donald Kuhn was second both rounds for the top 250cc Junior trophy and Richard Horne turned in a 3-4 tally for second.

There was only one Pro in attendance, tonight, and he rode ahead of the 125cc Intermediate and juniors in the third race. Allen Silhanek lapped all but two of the other riders in eight laps to finish overall ahead of lone Intermediate rider Tyrone Earl. Sean Lollar topped Earl in the first round, but finished behind him the second moto for third overall and the win in the 125cc Junior class. Chris Dorst and Sean L. O'Neill took the second and third 125cc Junior trophies, respectively.

Results

OPEN INT: 1. Fred Bellman (Yam); 2. Rich Wilson (Hon); 3. Alan Brunk (Yam).
OPEN JR: 1. Jim Bowman (Hus); 2. Jim DeCarlo (Hon); 3. Norm Hasenpflus (Yam).
250 INT: 1. Dave Morgen (Yam).
250 JR: 1. Donald Kuhn (Yam); 2. Richard Horne (Suz); 3. Jack Hulse (Hon).
125 PRO: 1. Allen Silhanek (Yam).
125 INT: 1. Tyrone Earl (Yam).
125 JR: 1. Sean Lollar (Suz); 2. Chris Dorst (Suz); 3. Sean L. O'Neill (Yam).
80 EX: 1. Terry Bostard (Kaw).
80 INT: 1. Jimmy Clay (Yam); 2. Jason Assad (Kaw).
80 JR: 1. Jesse Britain (Yam); 2. Robbie Paulson (Yam); 3. Gary Stoner (Yam).
60: 1. Jeremy Kreamer (Yam); 2. Ryan Gardner (Yam).

Smith smokes 'em at Baylands

By Mike Vancil

FREMONT, CA, SEPT. 29

Three riders from the northwest were in attendance at the Thursday night CMC Moto-

cross program Baylands Raceway Park and they left a good number of regulars eating dust. Jim Anderson from Longview, Washington, swung by Portland and Newberg, Oregon, to pick up his racing buddies, Tim Michlitsch and Grayson Hart and set sights on Baylands. Anderson won the first 125cc Pro moto and was only a half lap away from repeating the feat in the second when the fire in his potent mount went out. So, although winning a battle, it was Anderson losing the war to local favorite Rodney Smith. Michlitsch and Hart showed equal speed and expertise but had problems with their Kawasakis and did not figure in the results.

In the 250cc Pro racing, it was again Anderson out in front in the early to mid-race laps but fading slightly in each of the motos to the constant pressure of Rodney Smith.

The Moto-X Fox-sponsored Back to School MX Series finished its fourth round tonight in cold and threatening weather. Rain came just as the victors from the final motos were receiving their trophies. In one of the more spectacular bits of action, Alan Moffat did an unintentional aircraft carrier landing on Mark Rapozo. It took place on the last lap of their second and final moto in the 125cc Junior (Div. I) class. At the time, Rapozo was running second to Alan Carlson, and Moffat was a close third. It was one of those, "you take the high road and I'll take the low road" approaches to double jumping. It didn't work, for either of them. A DNF was the result for both Rapozo and Moffat. The pancake landing cost Moffat a certain second place overall, but both riders were able to walk away to begin preparations for round five of the series next week.

Results

MINI CLASS 60: 1. Jeannie Pruitt (Kaw).
MINI CLASS 80 9-11: 1. Tyler Hummel (Kaw).
MINI CLASS 80 12-16: 1. Darren Gallagher (Yam); 2. Andy Urrutia (Yam); 3. Jeff Chalmers (Hon).
MINI CLASS 80 EX: 1. Dean Matson (Kaw).
125 JR DIV I: 1. Alan Carlson (Yam); 2. Dan Slocum (Suz); 3. Daniel Gallagher (Suz).
125 JR DIV. II: 1. William Sinierbox (Yam); 2. Paul Turpin (Hon); 3. Jon King (Hon).
125 INT: 1. Manny Ornellas (Hon).
125 PRO: 1. Rodney Smith (Yam); 2. Tony Flores (Yam); 3. Jim Anderson (Yam).
250 JR: 1. Randall Pond (Hon); 2. Jack Hulse (Hon); 3. Dan Slocum (Hon).
250 PRO: 1. Rodney Smith (Yam); 2. Jim Anderson (Yam); 3. Jerome Heiberger (Hon).
OPEN JR: 1. Tom Creelman (Hon); 2. Jack Roberts (Yam); 3. Bob McDonnell (Hon).
OPEN INT: 1. Mike Lane (Hon).
VET SPORTSMAN: 1. Dave Burgess (Yam); 2. Rick Sauza (Hon).
VET MASTER: 1. Jerry Caton (Suz).
OT SPORTSMAN: 1. Frank Seronelto (Mai).
OT MASTER: 1. Rich Lokke (Hon).

Gresham slides to Cycleland wins

By David James

CHICO, CA, SEPT. 24

After losing last week's purse to Dale Hansen, Mike Gresham showed the fans what he can do on the short track at Cycleland Speedway. The 250cc Expert main event got underway as Gresham getting the holeshot on the start, with Hansen and Aaron Hill in close pursuit. For the first two laps Hansen and Gresham were wheel to wheel and handlebar to handlebar, while the rest of the field was fighting for their positions. Gresham was using the inside groove, which seemed to be the fastest way around the quarter-mile race track. On lap five, however, Gresham left the door open in turn four. Hansen had his chance but seemed to have tire problems coming out of turn four. Meanwhile, there was another race behind the leaders between Aaron Hill and Frank Garcia. Garcia followed Hill at the halfway point.

On lap nine, Gresham got the white flag, but it was going to be a race to the checkered flag. The two experts raced into turn three with Hansen pushing his Honda hard into the corner for his last chance. Gresham, as usual, kept his Honda on the low groove. Gresham had the drive coming out of four to hold off Hansen and take the victory. The battle for the third position looked like it was Garcia's, but Hill slipped past Garcia on the last lap for third.

In other action, Dave Kerr made it his second consecutive victory in the 250cc Novice main event. Kerr, who is sponsored by John Mason, won his heat race to give him the pole position for the main. When the green flag dropped, Joey Bolen got the jump into the first turn with Bultaco-mounted Matt Amaro in tow with Bolen. Kerr was running third and drove his Yamaha deep into the first turn. He stayed in the high groove while accelerating out of turn two. It seemed to pay off for the Chico rider because his drive off of turn two on the first lap moved him into first place. Kawasaki-mounted Bolen and Amaro were determined to stay close to Kerr, but it was Kerr's night at Cycleland. He took a commanding lead for the victory, while Bolen edged Amaro for second.

Results

250 NOV: 1. Dave Kerr; 2. Joey Bolen.
250 EX: 1. Mike Gresham; 2. Dale Hansen; 3. Aaron Hill.
80 NOV: 1. Dave Gresham; 2. Paul Seim.
500 NOV: 1. Kelly Shane.
500 EX: 1. Ricky Moore.
250 HANDICAP: 1. Frank Garcia; 2. Joey Bolen; 3. Matt Amaro.
500 HANDICAP: 1. Dirk Sauer; 2. Randy Freeman.

Heiberger takes two at SHR night MX

By Jim Bowman

BRENTWOOD, CA, SEPT. 23

Hounda-mounted "Unknown" Jerome Heiberger is hardly unknown to the local Pros at Sand Hill Ranch and won both the 250cc and Open Pro races in the fourth round of the Red Cross Benefit MX Series. Riding his 125cc Yamaha, Kimo Casey was Heiberger's closest of the distant competition in the 250cc Pro class, but the Bob Porter/-Piping Systems/Petaluma Honda of Joey Schlag gave Heiberger a hard time in the Open class race. Schlag won the first round, but bailed while leading round two and quit with a very sore shoulder. Berkeley Yamaha's Wayne Archer finished in the Open class runner-up spot.

In the almost-Pro class, tonight, the turnout was so small that all the 125cc, 250cc and Open Intermediates were combined in the same race. "Crazy" Fred Bellman holeshot the first moto on his Cycle Gear/East Bay Yamaha enduro bike and held on for the win over Tom Share's top 250cc class finish. Clayton Blood brought his 125cc Suzuki in third for top honors in his class.

The second round of the Intermediate battle saw a new Open class bike in the lead as Hi-Point/Interlink/JK Cycle Inn Honda pilot Jeff Irwin grabbed the holeshot and held on for the Open class overall. Blood and Tyrone Earl then worked their 125cc class bikes ahead of Irwin in a frenzy that finally resulted in Share besting Earl for the 125cc evening title. Honda-mounted Mike Lane was first 250cc rider at third overall, but the point tally went in favor of Share, who took home the 250cc class trophy.

Two 125cc riders battle it out in high-flying action at the Sand Hill Ranch night motocross. Jerome Heiberger was the big winner in the Pro classes.

Results

OPEN PRO: 1. Jerome Heiberger (Hon); 2. Wayne Archer (Yam); 3. Gary Fargo (Yam).
OPEN INT: 1. Jeff Irwin (Hon); 2. Fred Bellman (Yam); 3. Chris Riddle (Hus).
OPEN JR: 1. Dean Allen (Yam); 2. Kevin Laurence (Yam); 3. Brad Berquist (Hon).
250 PRO: 1. Jerome Heiberger (Hon); 2. Russ Daley (Suz).
250 INT: 1. Tom Share (Suz); 2. Mike Lane (Hon); 3. Bob Fields.
250 JR: 1. Jack Hular (Hon); 2. Michael Renner (Hon); 3. Donald Kuhn (Yam).
125 PRO: 1. Kimo Casey (Yam); 2. Craig Christian (Yam).
125 INT: 1. Clayton Blood (Suz); 2. Tyrone Earl (Yam); 3. Bill Aguilar (Suz).
125 NOV: 1. Sean Lollar (Yam); 2. John King (Hon); 3. Taz Harvey (Hon).
80 EX: 1. Terry Bostard (Kaw).
80 INT: 1. Jasson Assad (Kaw); 2. Matt Ramey (Yam); 3. Todd Hicks (Kaw).
80 JR: 1. Darren Gallagher (Yam); 2. Jeff Landaraf (Yam); 3. Anthony Viscia (Yam).
60: 1. Ryan Gardner (Yam); 2. Jeremy Kreamer (Yam).
VET MASTER: 1. Jerry Caton (Suz); 2. David Morgan (Yam); 3. Doug Fielding (Yam).
VET: 1. Richard Graham (Yam); 2. Gordon Pierce (Hon); 3. Bob Rivenbach (Hon).
OT: 1. Frank Seronello (Mai).

Hearn, Archer top Pros at SHR MX

By Jim Bowman

BRENTWOOD, CA, SEPT. 16

Mark Hearn and Wayne Archer were the big winners in the third round of the Red Cross Benefit MX Series held at Sand Hill Ranch tonight. Cycle Gear/Richmond Yamaha-sponsored Craig Christian holeshot both 250cc Pro motos, but both Hearn and 125cc Pro Kimo Casey were battling for second, and that battle carried the pair past Christian in the final race. The overall order was Hearn, Christian, Casey and Archer. Archer (Berkeley Yamaha) also raced the Open Pro class and won both rounds over Randy Tan and Randy Denton.

Sometime after Casey finished bothering the 250cc Pros with his 125cc Yamaha, the rest of the 125cc bikes took to the track for some great racing. Tyrone Earl, Mike Hanson and Bill Aguilar placed first through third, respectively, in both 125cc Intermediate motos, but the 125cc Juniors kept things lively by working harder for their trophies.

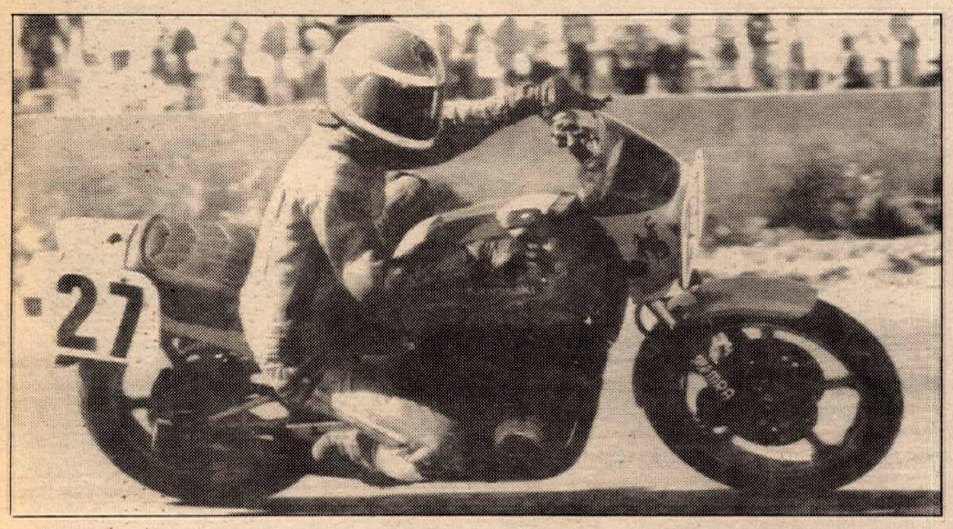
Joeri deBeer, who also won both 250cc Junior motos, started things out right in the first 125cc moto by leading all laps for the win. Sean Lolar followed deBeer on all laps while Bob Major did a little catchig up for third and Taz Harvey did a lot of catching up for fourth. Lolar won the second round over deBeer, who must have been a little tired after four motos, and Harvey, who took a better start and didn't have to pass another 10 riders. The trophy order was Lolar, deBeer, Harvey and Major.

After three rounds of the Red Cross Benefit series, the Open Intermediates and Juniors are still racing the same motos and the number one spots are pretty well sewn up. Hayward Yamaha's Alan Brunk has won all three races in the Open Intermediate class, but had a little scare in the first moto as Cycle Gear/East Bay Yamaha rider Fred Bellman ran away with the win on his blue Yamaha enduro bike. Cycle Gear/Britalia Motors Husky-sponsored Jim Bowman has a good hold on the Junior class points lead, but swapped wins with Norm Hasenpfulg (Cycle Gear/Richmond Yamaha), who came away with the first-place trophy and third in the standings. •

Results

OPEN PRO: 1. Wayne Archer (Yam); 2. Randy Tan (Hon); 3. Randy Denton (Hon).
OPEN INT: 1. Alan Brunk (Yam); 2. Mike Lane (Hon); 3. Fred Bellman (Yam).
OPEN JR: 1. Norm Hasenpflug (Yam); 2. Jim Bowman (Hus); 3. Alan Armstrong (Hon).
250 PRO: 1. Mark Hearn (Yam); 2. Craig Christian (Hon); 3. Wayne Archer (Yam).
250 INT: 1. Donald Kuhn (Yam); 2. Russel Baker (Suz); 3. Mike Coffee (Hon).
250 JR: 1. Joeri deBeer (Yam); 2. Richard Horne (Suz); 3. Kevin Nelson (Suz).
125 PRO: 1. Kimo Casey (Hon).
125 INT: 1. Tyrone Earl (Yam); 2. Mike Hanson (Yam); 3. Bill Aguilar (Suz).
125 JR: 1. Sean Lolar (Yam); 2. Joeri deBeer (Yam); 3. Taz Harvey (Hon).
80 EX: 1. Terry Bostard (Kaw).
80 INT: 1. Jason Assad (Kaw); 2. Jimmy Clay (Yam); 3. Ronald Caton (Suz).
80 JR: 1. Jesse Britain (Yam); 2. Darren Gallogher (Yam); 3. Doug DeLay (Kaw).
60: 1. Ryan Gardner (Yam); 2. Jeremy Kreamer (Yam).
VET MASTER: 1. Jerry Caton (Suz); 2. Doug Fielding (Yam); 3. David Morgen (Yam).
VET: 1. Bob Rivenback (Hon).
OT: 1. #70; 2. Frank Seronello (Mai); 3. Gary Magana (Hon).

Central Pipeline



Aaron Turner displays winning form at the last Mountain Roadracing Association event of the season as he guides his GPz550 through a corner.

Walker clips Turner at Denver RR

By Joe Day

DENVER, CO, OCT. 2

The Mountain Roadracing Association produced its last race of the 1983 season at Denver's brand-new Second Creek Raceway. This new track, 1.7 miles of fresh, twisty blacktop, brightens the future of roadracing for the Rocky Mountain region's racers. The track's 13 turns demanded much in rider ability, and by the mid-point of the program the racers had finally figured out where the horsepower could be turned on fully.

Mike Pettiford turned on the horsepower in Open Production. From the grid of 42 bikes Pettiford led into turn one, showing Aaron Turner the fast lines. Pettiford led for two laps but lost it in the very tight right-hand hairpin. Turner zoomed by, trailing Danny Walker and Mike Mangham. Scott Erickson and Steve Garnier dueled for third and fourth, Erickson leading Garnier and Mangham briefly. Turner kept Walker at bay, but Walker put the pegs to the asphalt on the last turn before the final straight, and took the checkered flag. Turner took second, Garnier third, and Erickson's last-turn crash gave Mangham fourth.

Formula One was full of surprises. Kim Porter's holeshot on a Suzuki 1000 was enough to lead into the first turn, but by turn three Kawasaki-mounted Duane Akiyama, Arlo Englund on a YZ490, and Bruce Sass on another Yamaha motocrosser paraded around Porter. First Englund, then Sass, passed Akiyama, putting the Yamaha motocrossers in a very fast seesaw battle for first. Sass and Englund exchanged the lead five times, with Sass seeming to toy with Englund. Englund, however, stayed on the pipe and did not allow Sass's last-turn pass and took the checkered flag by a wheel. Akiyama beat Dave Kieffer for third.

Results

BEG: 1. Schmidt (Kaw); 2. Godoy (Hon); 3. Hamilton.
450 MOD PROD: 1. Piz (Yam); 2. D. Turner (Suz); 3. Meyer (Yam).
600 MOD PROD: 1. A. Turner (Kaw); 2. Piz (Yam); 3. Jacobson (Kaw).
860 MOD PROD: 1. A. Turner (Suz); 2. Garnier (Kaw); 3. Erickson (Hon).
OPEN MOD PROD: 1. Walker (Hon); 2. A. Turner (Suz); 3. Garnier (Kaw).
450 S BIKE: 1. Amundson (Yam); 2. Piz (Yam); 3. D. Turner (Suz).
600 S BIKE: 1. Sass (Yam); 2. A. Turner (Kaw); 3. Conti (Yam).
860 S BIKE: 1. Sass (Yam); 2. Akiyama (Kaw); 3. Brown (Kaw).
OPEN S BIKE: 1. Sass (Yam); 2. Kieffer (Kaw); 3. A. Turner (Suz).
BOTT: 1. Garnier (Duc); 2. Ward (M-G); 3. Rohr (Yam).
COLORADO CLASS: 1. Sass (Yam); 2. Englund (Yam); 3. Terry (Hon).
FORMULA TWO: 1. Sass (Yam); 2. Englund (Yam); 3. Johnson (Yam).
FORMULA ONE: 1. Englund (Yam); 2. Sass (Yam); 3. Akiyama (Kaw).

Binkley blazes trail for Colorado Minis

By Ernie Ferguson

PUEBLO, CO, OCT. 2

There was a super turnout in Pueblo Sunday as the best Mini riders in the state challenged the tough track that Pueblo Motorsports had prepared for the occasion. The weather was comfortable for most of the day until late afternoon when the wind came up and the dust began to fly.

"Blazin' Brian" Binkley blew away all the competition on his green machine sponsored by Kawasaki Denver. Binkley took all three motos in the championship event by large margins and no one really ever challenged all day long. with his style and talent it will be interesting to see what this 16-year-old will do next year when he graduates to the 125cc class.

Behind Binkley, Jay Martin had a good day with two seconds and a seventh for the second overall. Jay Martin outbattled Darren DeLoach for the second spot, leaving third for DeLoach, who also rides out of Kawasaki Denver. Binkley also won the "Race of Champions" which pitted the best Novice, Amateur and Expert riders in a staggered start.

In the Mini B competition, little Andy Atkins was successful in sweeping all three motos he was involved in. The "Bandit," as he is called, took no prisioners in his effort to make off with the largest trophy. Gary Losey finished second behind Atkins and in front of Derek Mize, who came back in the second and third motos after finishing 11th in the first race. Atkins was a double winner on the day as he also took all honors in the Pee Wee B class with strong races.

There were so many Mini Novices present that they had to be divided into two classes. In the first class, Scott Fulcher took it away from the pack by sweeping both motos in front of Sam Weber and Chad Wallaston. In the second class, Jason Clark had a 1-2 morning, with Rusty Copper and Doug Frank rounding out the first three.

Results

MINI A: 1. Brian Binkley; 2. Jay Martin; 3. Darren DeLoach.
125 NOV: 1. Tim Marchbanks; 2. Larry Deihl; 3. David Kaskellia.
SR B: 1. Jim Long; 2. John Fridlund; 3. Robin Lewis.
WOMEN: 1. Sandy Frydendall; 2. Sue Kupelian.
OPEN NOV: 1. Rick Doud; 2. Ken Matherway; 3. Terrence Bolton.
VET NOV: 1. Gary Booth; 2. Steven McMath; 3. Joe Bogetich.
250 NOV: 1. Brian Lieuinghoener; 2. Conrad Sack; 3. Marvin Rosecrans.
MINI B: 1. Andy Atkins; 2. Gary Losey; 3. Derek Mize.
PEE WEE B: 1. Andy Atkins; 2. Nick Jennings; 3. Denton Campbell.
PEE WEE NOV: 1. Randy Cooper; 2. Jody Littleton; 3. Chad Niles.
MINI NOV DIV 1: 1. Scott Fulcher; 2. Sam Weber; 3. Chad Wallasvon.
MINI NOV DIV 2: 1. Jason Clark; 2. Rusty Cooper; 3. Doug Frank.
SR A: 1. Vic Barlish; 2. Jim Thompson; 3. Chuck Boyd.

Racers "exposed" at Ross Downs

By Bob Bagwell

COLLEYVILLE, TX, SEPT. 24

Remember the song "The Stripper"? Well the riders and the fans at the every-Saturday-night motocross races at Ross Downs know it now. It seems as one of the 50cc rider's dad had a birthday and his wife and others hired a Strip-O-Gram to come and surprise him. David Clements, father of the hard-riding Tim Clements was called to the starting line during intermission and out of the crowd came a lovely lady dressed in a suit to wish him a happy birthday. Then suddenly music started playing and the lady started dancing and undressing. After a lot of dancing, undressing, and looking, things got back underway for the evening's racing.

The 50cc events were, as usual, very crowded. The fans love to watch these "heavy weights" race. Arron Davis got things going his way and won, with Tim Clements second and Hugh Simpson third. Casey Pinkston and Jeb Stuart dueled in the 60cc class with Casey posting the win. Jeff Smith won the 80cc with Dave Stephens after him.

The 125cc events were divided into two divisions because of a large rider turnout. The two winners were Ronnie Camp and Bill Hazen. Scott Hachfield, Steve Hardin were second and George Gaal and Greg Taylor were third. Lots of hard racing in these two events. The 200cc class was won by Stuart Hamer with Steve Maiden hot on his heels. Charlie Galbenski, "The Gainesville Flash," won the 250cc event, with Tony Mullinax and Randy Ross finishing in that order. Dan Puyear ran away with the open class, followed by Mark Smith and Brad Yackley.

Herndon hogs Hillside ST

By M. Orr

BOYD, TX, SEPT. 24

Bill Herndon was the big winner at Mike Kidd's Hillside Raceway, taking first in all three short track money-paying events.

Charlie Orr led the 250cc Senior heat wire to wire on his Oilzall/Arlington Honda/LBRT water-cooled Hondas. Herndon, on a Jack Sizemore air-cooled Honda was close on Orr's heels. Advancing to the Trophy Dash, Orr led again until lap three, when he got sideways coming out of number four. There was plenty of room for Herndo to slip by on the inside and take over for the win, while Orr finished in second place and Greg Duvall in third.

In the main, Orr again led for four laps ahead of Herndon, Duvall and Duane Duvall. Orr slipped off the groove in the number two corner and Herndon moved by for the win again ahead of Orr and the Duvall brothers.

Shon Stovall rode his Stovall Cycles Yamaha into the lead in the Open Senior main ahead of the Hondas of Herndon, John Gladwill and Duane Duvall. The third lap saw Stovall slip off the groove in the number two corner and Herndon took over to win again, while Stovall finished in second place ahead of Gladwill and Duvall.

Results

SHORT TRACK
TROPHY DASH: 1. Bill Herndon (Hon); 2. Charlie Orr (Hon).
50: 1. Jason Adcock (Yam); 2. Leah Richards (Hon); 3. Joe Gilbert Jr. (Yam).
60: 1. Scott Williams (Hon); 2. Tim kay (Yam); 3. Clayton Hull (Yam).
80 JR: 1. Bill Richards (Hon); 2. Ed Meyer (Yam); 3. Reedy Ward (Yam).
80 SR: 1. Mike Hale (Yam); 2. Trace Polson (Hon); 3. Chad McCracken (Yam).
125: 1. Trace Polson (Hon); 2. Willie McCoy (Yam); 3. Mike Hale (Yam).
250 JR: 1. Willie McCoy (Hon); 2. Alan Powers (Yam); 3. Rocky Fivecoat (Yam).
250 SR: 1. Bill Herndon (Hon); 2. Charlie Orr (Hon); 3. Greg Duvall (Hon).
OPEN JR: 1. Greg Duvall (Hon); 2. Jack Yost (Tri); 3. James Huddleston (Yam).
OPEN SR: 1. Bill Herndon (Hon); 2. Shon Stovall (Yam); 3. Duane Duvall (Hon).
TT
50: 1. Jason Adcock (Yam); 2. Joe Gilbert Jr. (Yam); 3. Leah Richards (Hon).
60: 1. Jody North (Hon); 2. Tim Kay (Yam); 3. Clint Carlton (Kaw).
80 JR: 1. Bill Richards (Hon); 2. Tim Kay (Hon); 3. Ed Meyer (Yam).
80 SR: 1. Scottie Scherb (Kaw); 2. Mike Hale (Yam).
125: 1. Kevin Switzer (Suz); 2. Alan Powers (Hon); 3. Troy Lutkenhaus (Hon).
250 JR: 1. Bobby Shaw (Suz); 2. Kevin Switzer (Suz); 3. Jack Surber (Yam).
250 SR: 1. Gary Kidd (Hon).
OPEN JR: 1. Bobby Shaw (Suz); 2. Jack Yost (Yam); 3. Kirk Tyer (Yam).
OPEN SR: 1. Rusty Pattillo (Hon); 2. Gary Kidd (Hon); 3. Terry Newman (Yam).

Two in a row for Fisher at Hillside

By M. Orr

BOYD, TX, SEPT. 17

The 250cc Seniors played follow-the-leader all night as first one and then another got the holeshot on the short track at Mike Kidd's Hillside Raceway. During the first heat David Fisher, riding a Fisher Trim and Glass Kawasaki, got the holeshot. Bill Herndon passed Fisher on the first lap and Sweet clipped Fisher's rear wheel on the second lap to fly through the air and along the back fence. On the restart Fisher again got the holeshot and left Herndon to dice with John Gladwill for second. Herndon finally got the nod, and Randy Whisenant finished in fourth place.

In the second heat, Charlie Orr gfot the holeshot on his Oilzall/Arlington Honda/LBRT Honda, ahead of Shon Stovall, aboard a Yamaha from Stovall Cycles, and Eldon Hultgren. Hultgren went to the hay bales on the fourth corner, letting James Harrington take over third place, then they all played freight-train.

Orr got the best start again in the trophy dash for the win ahead of Fisher, Herndon and Stovall. Fisher got the holeshot in the main and the line up behind him was Herndon, Orr and Stovall. Orr slipped off the gorove in the second corner on lap two and Stovall moved by for thier, with Orr and Gladwil nipping at his heels all the way to the flag. Fisher managed to hole off Herndon for the win, only about three bike-lengths ahead of Stovall.

The Open Junior short track heat

went to James Huddleston, sponsored by Hud Welding Seravice, followed by Alan Powers. Jack Yost moved from fifth to fourth on the back straight, then into third down the front straight. He tried for the rest of the race to get by Powers, but Powers hugged the pole to hang onto second, and Yost couldn't get around on the outside. In the main, Huddleston again took the lead, while Yost got into second ahead of Powers. On the second lap, Yost went hot into vhe number one corner and slid sideways, taking Huddleston off the groove. Yost recovered to take the lead and Powers moved into second, while Huddleston dropped back to third and the results were set.

Results

TRPH DASH: 1. Charlie Orr (Hon); 2. David Fisher (Kaw)
50cc: 1. Joe Gilbert, Jr (Yam); 2. Jason Adcock (Yam); 3. Leah Richards (Hon).
60cc: 1. Tim Kay (Yam); 2. Scott Williams (Hon); 3. Brian Miller (Yam).
80 JR: 1. Bill Richards (Hon); 2. Ed Meyer (Yam); 3. Reedy Ward (Yam).
80 SR: 1. Mike Hale (Yam); 2. Tim Kay (Yam); 3. Scott Williams (Hon).
125cc: 1. Willie McCoy (Yam); 2. Mike Hale (Yam); 3. Clay Carroll (Hon).
250 JR: 1. Willie McCoy (Hon); 2. Jack Yost (Yam).
250 SR: 1. David Fisher (Kaw); 2. Bill Herndon (Hon); 3. Shon Stovall (Yam).
OPN JR: 1. Jack Yost (Tri); 2. Alan Powers (Yam); 3. James Huddleston (Yam).
OPN SR: 1. Gary Kidd (Hon); 2. David Fisher (Yam); 3. John Gladwill (Hon).
TT 50cc: 1. Joe Gilbert, Jr. (Yam); 2. Leah Richards (Hon); 3. Jason Adcock (Yam).
60cc: 1. Tim Kay (Yam); 2. Michelle Densmore (Kaw); 3. Clint Carlton (Kaw).
80 JR: 1. Tim Kay (Hon); 2. Ed Meyer (Yam); 3. Bill Richards (Hon).
80 SR: 1. Mike Hale (Yam).
125cc: 1. Bobby Shaw (Suz); 2. Kevin Switzer (Suz); 3. Kenneth Johnson (Hon).
250 JR: 1. Bobby Shaw (Suz); 2. Gary Prochaska (Hon); 3. Jack Surber (Yam).
OPN JR: 1. Kirk Tyer (Yam); 2. Jack Yost (Yam); 3. Bobby Shaw (Suz).
250 SR: 1. Gary Kidd (Hon).
OPN SR: 1. Rusty Pattillo (Hon); 2. Gary Kidd (Hon); 3. John Gladwill (Yam).

Lamb, West, Moody score solid wins at Wolf Creek MX

By Joe Milian

RIO VISTA, TX, SEPT. 18

Doug Lamb, Rodney West, and Jerry Moody won every moto they rode today at Wolf Creek Motocross Park, taking the overall victories in four different divisions.

West did double duty as he swept both the 125cc Novice and 250cc Novice classes with 1-1 scores in each contest. Lamb received the first-place trophy for his performance in the 125cc Beginner clash and Moody emerged triumphant in the 125cc Expert contest. Forty-one riders signed up to ride in the 125cc Novice division so they were split into two separate groups, with a full set of trophies awarded to each. West took first over Mike Morgan and Jeff Case in one of the aggregations and Richard Beverly finished ahead of Steve Hill and Tony Lasater in the other.

Lamb led 23 competitors across the line in both 125cc Beginner heats, topping the efforts of Bobby Neel and Rick Donoghue who finished second and third. In the 250cc Beginner struggle, first-moto winner Terry Poff was nowhere to be found when the subsequent moto ended and Jeff McAda's 2-1 placings were good for the top prize. Clem Countess made a consistent showing in each outing to earn runner-up honors, with Robert Terry filling the third position.

Moody used the long start straightaway to his advantage in each heat, leading Rusty Pipes and Skipper Beavers through the first turn both times out. The three held their respective places over the entire course of their two get-togethers and that's the way the purse was split at the conclusion of racing.

John Kindhart had a relatively easy day of it in the 250cc Expert confrontation, with uncontested wins in both heats. Ron Durfee and Larry Hughes traded second-place finishes but each had one troublesome session that hurt their overall chances. Roger Schellenberger made his 3-3 tally stand up for the second best payoff ahead of Dunfee who nipped Hughes by a scant point. ●

Things start to get a little out of hand as the Minis attack the first corner in Colorado. Brian Binkley dominated the competition.

Results

MICRO MINI: 1. Eric Alstrin (Kaw); 2. Dwain Carter (Yam); 3. David Fletcher (Kaw).
MINI JR: 1. Jimmy Gaddis (Yam); 2. Charlie Winn (Kaw); 3. Steve Hogg (Hon).
MINI SR: 1. Jason Upshaw (Yam); 2. Jason Langford (Kaw); 3. Chris Gullaksen (Kaw).
125 BEG: 1. Doug Lamb (Suz); 2. Bobby Neel (Yam); 3. Rick Donoghue (Yam).
250/OPEN BEG: 1. Jeff McAda (Hon); 2. Clem Countess (Yam); 3. Robert Terry (Suz).
125 NOV: 1. Rodney West (Yam); 2. Mike Morgan (Suz); 3. Jeff Case (Yam).
125 NOV B: 1. Richard Beverly (Yam); 2. Steve Hill (Hon); 3. Tony Lasater (Kaw).
250 NOV: 1. Rodney West (Yam); 2. Jack Wehrle (Yam); 3. Robert Taylor (Suz).
OPEN NOV: 1. Curt Phillips (Yam); 2. Chris Black (Yam); 3. Donnie Gaddis (Yam).
125 INT: 1. Wendell Trigg (Yam); 2. Brandon Ready (Kaw); 3. David Barnhill (Yam).
250 INT: 1. Ty Carter (Kaw); 2. Jerry Zucha (Hon); 3. Matt Haag (Suz).
OPEN INT: 1. James Gorman (Yam); 2. Mike Cone (Yam); 3. Ray Arnold (Yam).
OVER 30 INT: 1. Donnie Penwell (Mai); 2. Jimmy Henzler (Hon); 3. John Talbot (Yam).
OVER 30 EX: 1. Cody Williams (Yam); 2. Dudley Gage (Yam); 3. Ole Jay Finstad (Hon).
125 EX: 1. Jerry Moody (Hon); 2. Rusty Pipes (Hon); 3. Skipper Beavers (Kaw).
250/OPEN EX: 1. John Kindhart (Yam); 2. Roger Schellenberger (Yam); 3. Ron Dunfee (Hon).

ROCKY RACE WEEKEND

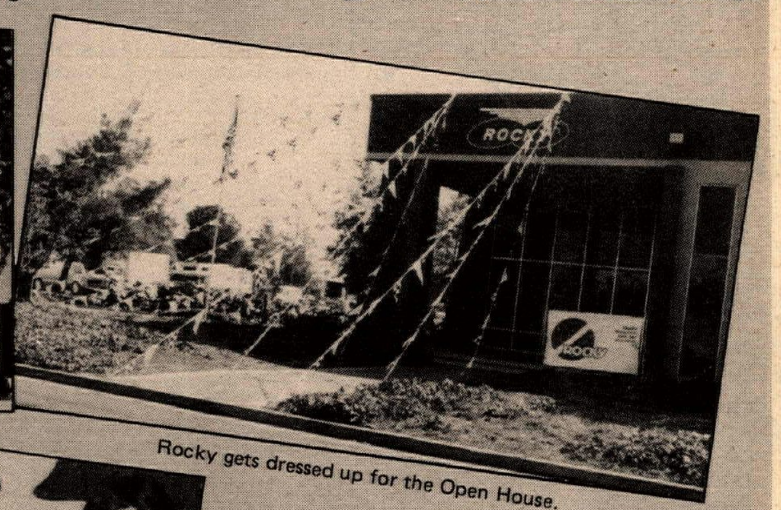
September 17 thru 19, 1983

Jim Filice (No. 17) CONGRATULATIONS!

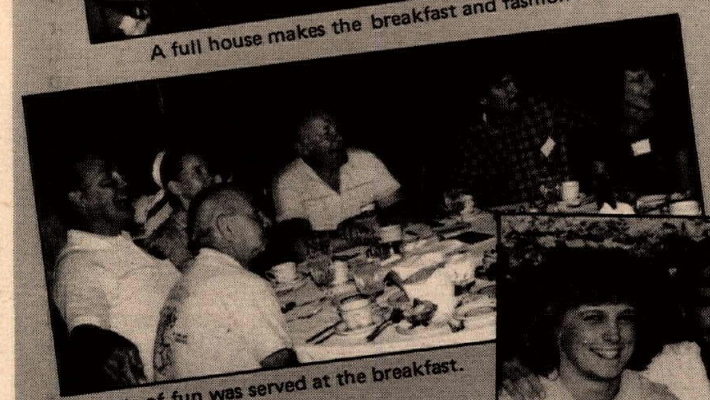
We would like to thank all the dealers who joined us in making this weekend a great success.

A full house makes the breakfast and fashion show a huge success.

Joe Piazza receiving TEAM award.



Rocky gets dressed up for the Open House.



Lots of fun was served at the breakfast.

Newlyweds honeymoon at Rocky.

Move over Tom Selleck, here's Camden Hocking!

Special guest appearance by Brad Lackey.

Rocky helps manufacturers show their wares at Open House.

Sponsors

Aria Helmets
Bell Helmets
C.T. Alloy
Calif. Headwear
Carlisle Tires
Comfort Craft
Continental Tires
Custom Decal
Cycle-Am
Dunlop Tires
Hallman Racing
Jardine
Koni
Kryptonite
Lubradyne
M/C Enterprises
National Cycle
Nippondenso
Nolan Helmets
PJ-1
Scott USA
Shoei
Smith Goggles
Super-Trapp
Wright Custom
Yuasa

R.A.C.E. SANCTIONED

THE THREE WHEELED WORLD SERIES

2:00 PM — Racing Engines
Conducted By
Harry Klemm
of Klemm Research

3:00 — State of The Sport
Conducted by
Lance Bryson
of ATV News

4:00 — Exoctic Pipes
Conducted by
Daryl Bassani
of Bassani Pipes

5:00 PM — Public Riders Meeting
Conducted by
Ron Crandal
of R.A.C.E.

6:00 PM — Riding Apparel
Conducted by
John Gregory
of JT Racing

Top riders in the world

Exciting track full of obstacles

Manufacturer display area showing all 1984 three-wheeler lines

After-market accessories of every type available for purchase

Manufacturer's Display Area
and Three Wheeler Fair
Starts at Noon
First Race Starts at 8:00

Los Angeles Sports Arena
Saturday, October 29, 1983
Los Angeles Sports Arena

The Sports Arena Ticket Office
And All Ticketron Outlets

DBRA 1 DESERT BUICK RACING ASSOC.

SIDEWINDER 100
Match Time Enduro

CYCLE RIDER Of Hawthorne

ALLIED TROPHY & Engravers, Hawthorne

HONDA Of Gardena

ELY & Sons Heating & Air Cond. Hathorne, CA

DIRT BIKE Magazine

October 22 & 23, Barstow, CA., I-15, Sidewinder Offramp

Family 3 Loop Enduro. Winners Duplicate 1st Loop Time On 2nd & 3rd Loops.
NO CLOCKS OR SPEEDOS. Women & Minis Go 2 Loops.

This Is A Benefit Race For The SPECIAL OLYMPICS

ATC Raffle Tickets $2.00 Proceeds To SPECIAL OLYMPICS

Sat., Oct. 22
2:00 p.m. MOTOCROSS

8:00 p.m. ATC Raffle
PRIZE DRAWING

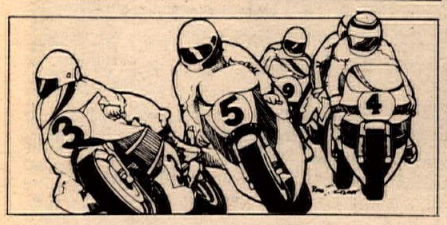
Sunday, Oct. 23
8:00 a.m. ENDURO
25% Trophies
Finisher Pins

MEMBERSHIP NOT REQUIRED

Entry: Mail $12.00
Post $15.00
Non-Members Add $3.00

Mail Entries And Two (2) Legal Size Self-Addressed, Stamped Envelopes To:

DBRA, 5319 West 124th Street
Hawthorne, CA 90250
(213) 371-2910 (213) 675-6155



Miller High Life SUPERCROSS

SAT. NOV. 5th SAN DIEGO, CA JACK MURPHY STADIUM

A STADIUM MOTORSPORTS PRODUCTION
P.O. BOX 84180, SAN DIEGO, CA 92138
QUESTIONS (619) 283-SEAT

AFM

Road Race Schedule
Oct. 15/16 — Willow Springs
Oct. 30 — Sears Point
Nov. 19/20 — Willow Springs

12547 Yosemite
Cerritos, CA 90701 (213) 865-1523

SRA Schedule

Oct. 30 Carlsbad
(Black Cat G.P.)
Nov. 27 Riverside
(714) 828-1358

CALENDAR

Calendar listings are a free service for **Cycle News** readers and race promoters. All information is the responsibilty of the promoter. We suggest calling to confirm details before traveling to an event.

CHAMPIONSHIP EVENTS

AMA/Camel Pro Series
10/22 TT/Pontiac, MI

AMA Pacific Coast Championship Series*
TBA MX/Sonoma, CA
TBA MX/Portland, OR
TBA MX/Los Angeles, CA
TBA SX/San Diego, CA
*Tentative

AMA National Championship Enduro Series
10/23 Oklahoma, City, OK
10/30 Bear, DE

AMA/Hi-Point National Hare Scrambles Championship Series
11/6 Delta, OH

SCORE Off-Road Championship Schedule
11/4-6 Baja 1000
Baja California, Mexico

National Drag Racing Championships AMA/Dragbike!
10/22-23* Farmington, NC
11/5-6 Houston, TX
11/19-20 Gainesville, FL
*⅛ Mile Event
**Top Fuel Eliminator
***Pro Stock Eliminator

NMRA
10/15-16* East Irvine, CA
*Pro Stock Only
**Top Fuel & Pro Comp Only
***Pro Stock & Fun Bike Only
****Top Fuel & Fun Bike Only

Trans-Cal Series
10/15-16 Brentwood, CA
10/22-23 Carlsbad, CA
10/29-30 Orange, CA
11/5 San Diego, CA

EVERY WEEK

Wednesday

CALIFORNIA

CMC SPEEDWAY 117 MX
Chula Vista, CA. I-5 to Jct. 117, E 5 mi. to track. All classes, plus 3-whlrs, Odys, dirt kart, and motrcycle short track. Sptsmn. trophs., 100% Pro pb. 5 programs on 3 different tracks. Gate 5 pm, prac 6, race 7:30. Entry $12. Info 619 690-6414

CMC ASCOT PARK MX
Gardena, CA. 18300 S. Vermont, near jct. of Harbor and San Diego Frwys. All classes. 30% trophs., Pro pb. Gate 5 pm, prac 6, race 7:30. Entry $12, watch $5.50, $3.50, $2. Info 714/557-3323, 213/323-5055.

SACRAMENTO M/C DRAGS
Sacramento. CA. Sacramento Rcwy., take Bradshaw Rd. off Hwy 50, N on Excelsior Rd. to 5305 Excelsior. Trophs., Jackpot pb. Gate 5 pm, time trials 5:30-8, first race 8:15. Entry $4 watch or race. Info 916/366-7368 (David Smith).

DRAG RACES
Fremont Rcwy, Fremont, CA. Hwy 17 at Durham Rd. W follow signs. Grudge racing. Bike bracket for all motorcycles. Gate 5:30, time trials 6-10, tech closes 8:30. Entry $5, watch $5. Under 6 free. Baylands Raceway Park. Info 415/651-2545.

Thursday

WASHINGTON

WASHINGTON NIGHT MOTOCROSS
Hannegan Speedway, Bellingham, WA. Exit 255 off I-5, 1 mi. east to left on Hannegan Rd, 1¼ mi. north on right. 50 -Open separate C class motos. Gate 5 p.m., race 6. Entry $6/class. Free parking. Mt. Baker M.C. Info 206/733-5069 Open, (Larry Hanson).

IDAHO

HUETTER FLAT TRACK
Huetter Speedway, S & S Racing. Huetter, ID. 2 mi. west of Couer d'Alene on Old Hwy 10. Class C racing, 3/8-mi. oval. Mini/125/250/500/Open, $500 guaranteed purse, troph. to Am. Sign up 6:30 p.m., prac. 7, race 7:30. Info 208/765-5005 (Couer d'Alene Honda).

CALIFORNIA

CALIFORNIA NIGHT MOTOCROSS
Baylands Rcwy. Park, Fremont, CA. All classes. 30% trophs., 100% Pro pb. CMC license reqd. (avail. at track). Gate 5 pm, prac. 7, race 7:30. Entry $12. $15 Pro, watch $5, 6-12 $2. Info 415/651-2545

R.A.C.E. MOTOCROSS
Orange County Int'l Rcwy., Irvine, CA. I-5 at Sand Canyon. 30% trophs., 133% Pro pb. Gate 5 pm, prac. 6, race 7. Entry $8, non-memb. $10, Pro $15, watch $4, under 12 $2. Info 714/552-5511.

Friday

CALIFORNIA

R.A.C.E. MOTOCROSS
Corona Raceway, Corona, CA. Hwy 91 east to Buchanan exit. Mini-Open, 100% Ex p.b. Info 714/689-1913, 735-1705.

SACRAMENTO STADIUM MX
Sacramento, CA. Sacramento Rcwy. Take Bradshaw Rd. off Hwy 50, N. on Excelsior Rd. to 5305 Excelsior. All classes. 30% trophs, 100% Pro pb. Gate 5 pm, prac 6, race 7:30. Gate $4, all entries $10. Info 916/366-7368.

SANTA CLARA NIGHT MX
Santa Clara, CA. Santa Clara Supercross Track. Corner of Hwy 237 and Great American Pkwy in Santa Clara. All reg. classes. Sptsmn. trophs., Pro payback. Night lighted track. Gate 5 pm, prac. 6:30, race 7:30. Entry $12 Sptsmn., Pros $15, watch $5. Info 209/529-0923 or 415/886-5413 (Ken Birchfield).

AMA CLASS A SPEEDWAY
Orange County Fairgrounds, Costa Mesa, CA. Fwy 55 to Fair exit, rt to fairgrounds. Gate 6:30, race 8. Tickets $6, 6-12 $2. Free parking. Info 714 492-9933.

CMC SAND HILL MX
Brentwood, CA. Corner of Camino Diablo and Vasco Rds. All classes. Prac 7, race 7:30. Entry $15, $5 watch. Info 415/798-5695, 634-3328.

TEXAS

RIO BRAVO MOTOCROSS
Rio Bravo MX Park, Houston, TX. 5 mi. east on E. Mount Houston Rd, off Hwy 59 N. All classes. Troph. thru 6th to Am, 100% Ex p.b. Entry $8. Swimming, showers, game room, grandstands. Info 713/458-0090.

Saturday

CALIFORNIA

NIGHT DRAGS
Carlsbad Raceway, Carlsbad, CA. Motorcycles welcome. Info 714/727-1171.

SADDLBACK MX
Saddleback Park, Orange, CA. Frwy 55 to Chapman exit, east 7 mi. to Santiago Canyon Rd, right to county fire station, left on rd past fire station. Gate 7:30 a.m., prac. 8-8:30, race 9. Pros race 40 min., others 30 min. Entry $12 Sptsmn, $15 Pro. Memb. req'd, avail. at track. 33.33% troph. Info 714/495-4771.

OKLAHOMA

OKLAHOMA NIGHT MOTOCROSS
Motorcycle Raceway, Oklahoma City, OK. Btwn I-40 & I-240 on S. Douglas off S. 59th All classes, 10 troph./class. Prac. 5 p.m., race 6:30. Info 405/348-4412 (Tommy Newman).

TEXAS

TEXAS MIKE KIDD ST/TT
Mike Kidd Ranch, Boyd, TX. From Ft. Worth take Hwy 199 N to FM 730 N, then to FM 2048 W & follow signs. All classes. Astrodome replica track. Gate 10 a.m., prac. 11:30, race 1 p.m. Info 817/433-5559 (Mike).

TEXAS MX AND FLAT TRACK
Ross Downs, Colleyville, TX. Hwy 26, Colleyville. All classes. Trophs, 100% pb. Prac. 7 pm, race 8:30. Entry $8, $15 Pro. Gate fee, $6, 6-12 $4, child free. Info 817/488-9133 (Bob Bagwell).

WASHINGTON

HANNEGAN NIGHT FLAT TRACK
Hannegan Speedway, Bellingham, WA. Exit 255 off I-5, 1 mi. east, left on Hannegan Rd, 1¼ mi. north on right. Mini-Open, Am & Semi Pro. Gate 5 p.m., prac. 7, race 8. Entry $6/class. Free parking. Mt. Baker M.C. Info 206/733-7346 (George Leonard).

Sunday

OKLAHOMA

BIG "L" MOTOCROSS
Big "L" MX Track, Lindsey, OK. Hwy 52 S of OKC to Blanchard, Hwy 76 S to 4-way stop, 3½ mi. south of Hwy 39 on 76, west 1 mi., south 1 mi., west 100 yds. Pee Wee-Over 30, troph., 100% Ex p.b. Gate 11 a.m., prac. 11-1, sign up closes 12:30, race 1. Entry $7, Ex $10, rider gate $3, watch $3, 6-12 $1. Info 405/360-3391 (after 5 p.m.).

October 14

CRC INDIAN DUNES NIGHT MX
Indian Dunes Park, Valencia, I-5 to Hwy 126. All classes, 10 trophs. Pro pb. Memb. req'd. Sign-in 6 pm, prac 7, race 8. Entry $12, $15 Pro. Info. 213/630-7519.

October 15

NEW MEXICO ROAD RACE
3 mi. E. of Las Cruces, NM, on Hwy 70. All classes. Trophs for Nov. and Am. 50% pb for Exp. Gate 9 am, prac 10, race 11. Entry $10, $20 Exp., $15 with KDA card. Las Cruces Knee Draggers Assoc. Info 505/526-2842, 523-1938 (Ronald Mozer).

CMMC CALIFORNIA MINI MX
Barona Oaks Raceway. Ramona, CA. Hwy 67 to Lakeside, east on Mapleview, north on Ashwood, up Wildcat Canyon Rd 11 miles. New Beg. class, camping & concessions. Sign up closes 7:30 sharp. Entry $10, yearly memb. $15. Info 714/561-7344 (Gary), 447-9348 (Dennis).

SAN DIEGO QUALIFIER
MAKE UP RACE

CMC CALIFORNIA MX
Sand Hill Ranch, Brentwood, CA. located near Stockton. From I-5 take Hwy 580 to Vasco Rd. 17 mi. N. turn right at stop sign. Entrance on right side of road. Trans Cal Series. All Sptsman. Gates open 6:30 am, sign-up and pre entry confirm 7-8:30, prac 8-8:45, race 9. Entry $15, $20 post. Info 714/557-3323.

UNITED STATES NATIONAL SPEEDWAY CHAMPIONSHIP
Orange County Fairgrounds, Costa Mesa, CA. Gates open 6:30 pm, pre show entertainment 7:15, first race 8. Admission $12, $6 child under 12. Purchase tickets at Ticketron, gate night of the event or write International Speedway, P.O. Box 3334, San Clemente, CA 92672. Info 714/492-9933 (Harry F. Oxley).

October 15-16

WERA/GPRA OKLAHOMA ROADRACE
Hallett, OK. About 40 mi. west of Tulsa I-40 at the Hallett exit. Directions for the track avail. from toll booth attendant. Trophs and contingencis. Sat-pract and heats, Sun-prac. & finals. Info 918/743-8825.

October 16

D-36 CALIFORNIA FAMILY ENDURO
Placerville, CA. Grizzly Flat. All classes includ 3 whlr. Participant pins. First rider out 8:01 am. Pre-Entry $13, $14 no D-36 card. 3-man teams, husband/wife teams, parent/child teams, $2 per member. Post entry $16. Info 916/927-7866 or 967-6079.

ARIZONA ROAD RACE
Phoenix, AZ. Phoenix International Raceway. 115th Ave and Baseline Rd. Follow 115th ave south from Buckeye Rd. A,B,C,D, Skt. Prod., Super Street, Formula 1 & 2, Vintage classes. Trophs for all classes. Will accept any current road racing license instead of New Riders school. New Riders school starts 7:30 am, gates open 6:30 am, prac 9, race 1 pm. Entry $15 memb., $15 New Riders school, $30 1st class, $15 additional class. Spectator $3. Info 602/973-2185 eve., 247-5542 days.

CMC CALIFORNIA MOTOCROSS
Huron Cycle Park, Huron, CA. From L.A. take I-5 N. to 269 Huron exit. From Sact. take I-5 S. to 198 exit, east to 269. Follow signs to Huron and track. All classes includ. 3-whlr. 30% trophs, 100% Pro pb. Gates open 6 am, prac 8, race 9. Entry $15, $20 Pro, $4 gate. Info 209/935-0152.

AMA OREGON GRAN PRIX ENDURANCE
Pir West Delta Park, Portland, OR. All classes. 8 per class max. 30% trophs. 1½ hour per class. Non-AMA members welcome. Gates 8 am, closed course. 125,175,200cc at 9:30, 250 at 11:30, Open-30 at 1:30 pm. Entry $10 plus gate. Watch $3, Senior Citzen $2. Info 503/285-6635 days, 774-3356 eve.

NEVADA STATE CHAMPIONSHIP
Las Vegas Motocross Park, Las Vegas, NV. I-15 to Apex Rd turn-off, 20 mi. N. of downtown Las Vegas. Turn right 200 yds to track entrance, then lft. All classes, includ 3 whlrs. $2150 Pro purse, $500 in contingencies for Am. 100% trophs. Pros mwst be members and race all 3 races. Gate and sign-in 7 am, prac 8, race 9. Entry $15, $20 Pro, $10 to ride 2nd class. Watch $3, 6-11 $2, under 6 free. Las Vegas Mothers Motocross Auxiliary. Info 702/361-6642 (Jeanne Saxton).

OKLAHOMA TULSA MX
Tulsa, OK. South of Tulsa International Raceway off Hwy 169 N & North 36th St. All classes. 33% troph., 150% Ex p.b. Gate 8 a.m., prac. 9:30, race 11. Entry $8 Sptsmn, $12 Ex, $4 gate. Tulsa Area Motosports, Inc. Info 918/266-6136 (Rick).

TEXAS MOSIER MX
Mosier Valley MX Park, Ft. Worth, TX. All classes. $804 guaranteed Ex purse. No pit riding or late prac. Prac. 8 a.m., race 9; Int & Ex prac. 1:30 p.m. Entry $11 Sptsmn, $16 Ex. Gate $5. Info 214/357-4196.

TEXAS CONROE MX
Conroe MX Park, Conroe, TX. 3 mi. south of town to San Jacinto River. All classes. Troph. or gift cert. to 8th in Nov classes. Concessions, showers & bathrooms. Split schedule: prac. 8 a.m., race 10; Int/Ex race 1 p.m. Entry $8 Sptsmn, $15 Ex. Gate $4. Info 712/756-4114 (Conroe Suz), 273-2336 (track).

CMC CALIFORNIA MX
Saddleback Park, Orange, CA. Frwy 55 to Chapman exit, east 7 mi. to Santiago Canyon Rd, right to county fire station, left on rd past fire station. All classes. 30% troph. Gate 7:30 a.m., sign up & prac. 8-9, race 9:30. Entry $10 Sptsmn, $15 Pro. Info 714/557-3323.

CALIFORNIA DEANZA MX
DeAnza Cycle Park, Sunnymead, CA. 10 mi. east of Riverside on Hwy 60 to Theodore exit. All classes. 30% same day Sptsmn troph., 100% Pee Wee troph. Everybody goes 2 motos. Free camping. Park open 7 days. Gate 6 a.m., prac. 8:30, race 9:30. Entry $6 gate + $9 Sptsmn, $13 Pro; non-memb. add $2. Info 714/653-8068, 5840, 7979.

CRC CALIFORNIA MX
Indian Dunes Cycle Park, Valencia, CA. I-5 to Hwy 126. All classes. Brass for Sptsmn, 6 for Pros. 2 long motos. Gate 7 a.m., prac. 8, race 9:30. Entry $10 Sptsmn, $15 Pro; memb. req'd. Info 213/830-7519.
SAN DIEGO QUALIFIER

CMC CALIFORNIA MX
Sunrise Valley Cycle Park, Adelanto, CA. 2 mi. north of town on Hwy 395. All classes. 50% Mini/Vet troph., 50% cash p.b. to Vet Ex. Free O/N parking. Gate 7:30 a.m., race 9:30. Info 714/261-6116.

TEXAS ARROYO MX
Arroyo MX Park, Harlingen, TX. All classes + Enduro. Troph. to 3rd, 200% Ex p.b. Gate 8:30 a.m., prac. 10:30, race 11:30. Entry $8 Sptsmn, $12 Ex. Harlingen MX Association. Info 512/428-3895.

OKLAHOMA CITY MX
Oklahoma City, OK. Intersection of I-35 & I-40; east-bound I-40 exit eastern, west-bound I-40 exit Reno. All classes. 6 troph./class, 150% Ex p.b. Gate 8 a.m., prac. 10, race noon. Entry $6 Sptsmn, $10 Ex, $4 gate. Info 405/732-0212 (Howard).

ARIZONA CANYON ST & TT
Canyon Raceway, 1½ mi. west of 99th Ave & Carefree Hwy, Phoenix, AZ. All classes. 33% Sptsmn troph. to 5th, 100% Ex p.b. to 33% of class to 5th. Class C trac. req'd for Ex, recommended for all others. Gate 10 a.m., rider's meeting 11, race after prac. Gate fees: $4 adult, $2 child under-12, $5/bike (deducted at sign up). Entry $10 Sptsmn, $14 Ex. Info 602/978-0661 (Russ), 583-0575 (Tom).

CMC CALIFORNIA MX
Saddleback Park, Orange, CA. Frwy 55 to Chapman exit, east 7 mi. to Santiago Canyon Rd, right to county fire station, left on rd past fire station. All classes. 30% troph. Gate 7:30 a.m., sign up & prac. 8-9, race 9:30. Entry $10 Sptsmn, $15 Pro. Info 714/557-3323.

CMC CALIFORNIA MX
Sunrise Valley Cycle Park, Adelanto, CA. 2 mi. north of town on Hwy 395. All classes. 50% Mini/Vet troph., 50% cash p.b. to Vet/Ex. CMC series points. Free O/N parking. Gate 7:30 a.m., race 9:30. Info 714/261-6116.

CMMC CALIFORNIA MINI MX
Barona Oaks Raceway, Ramona, CA. Hwy 67 to Lakeside, east on Mapleview, north on Ashwood, up Wildcat Canyon Rd 11 miles. New Beg. class. O/N camping & concessions. Sign up closes 7:30 sharp. Entry $10, yearly memb. $15. Info 714/561-7344 (Gary), 447-9348 (Dennis).

TEXAS BURLESON MX
South of Fort Worth, TX. I-35 S from Fort Worth to Hardgrove Lane, east 2 mi. and turn right after bridge. All classes. Troph. thru 6th, $1,200 purse paid per moto and overall (200% p.b. if less than 10 riders/class). No pit riding or late prac. Gate 7 a.m. Split sched: Nov prac. 8-8:30, Mini prac. 8:30-8:45, 1st race 9; Int & Ex prac. approx. 12:30 p.m., race 1. Gate $5, under-10 & over-60 free. Entry $10 Sptsmn, $20 Ex. Info 817/295-8908, 295-1760.

AMA MARYSVILLE MX
Marysville, CA. E Street track. Take Hwy 70 N. North Beale Rd. (S. City Limit), then go over levee on Shad Rd. (One block west of Honda of Marysville. Blue Plate Pts. awarded. High pts. wins a new M/C from Honda of Marysville. Other prizes for second and third. AMA/D-36 cards ava. at track. Silencers reqd. Gate 6:30 am, sign-up 7, prac 7:30, race 9. Sptsm $15, Pros and Exp add $5. Spec. $4. Child 6-12 $1, under 6 free. Info 916/695-2727.

CMC CALIFORNIA MX
Sand Hill Ranch, Brentwood, CA. I-5 to Hwy 580 to Vasco Rd. 17 mi. North, turn rgth at stop sign. Entrance is on rght side of rd. All Pros, Vets, OT Mst, Mini Ex. classes. Trans Cal Series. Gate 6:30 am, sign-in and pre-entry confirm, 7-8:30 , prac 8-8:45, first race 9. Entry $25, $35 post. Info 714/261-6116

NMA CALIFORNIA MX
Barona Oaks. Western Fall Nationals. Pee Wees thru 250's. 30% trophs, Pro pb. Call for entry forms. Gates 6:30 am, prac 8, race 9:30. Info 213/868-8112.

CALIFORNIA HARE SCRAMBLES
Hollister Hills Upper Ranch, 4 mi. S. of Hollister, CA. Follow lime and arrows. All classes. Trophs. Sign-ups for Ex., Am., OT and Vets 7 am-9, race 9:30. Sing-ups for Nov 10 am-12 noon. Race 12:30. Entry $17 all classes. Los Gatos Motorcycle Club. Info 408/263-4370 (Sam Meek), 258-0615 (Greg Pourroy).

AMA WASHINGTON MOTOCROSS
Washougal, WA. Follow signs from Sleepy Little Town of Washougal to Wonderful MX Park. All classes. 33% trophs, 100% Pro pb. Gate 7 am, prac 8:30, race 10. Entry $10. $15 Pro, $4 watch. Nrothwest MX Ent. Info 503/620-5301 or 472-2475.

NEVADA MOTOCROSS
Las Vegas, NV. Las Vegas MX Park. Take I-15 to Apex Rd. turn off, which is approx 20 mi. N. of downtown L-V. Turn right 200 yds to track ent. then left. All classes. 33 1/3% trophs. Cash for Pros. Gate 7 am, sign-up 7, prac 8, race 9. Riders $15, $10 ride 2nd class, Pros $20. Spec. $3, 6-11 $2, under 6 free. APEX Race. Info Jeanne Saxton 361-6642.

CALIFORNIA G.P.
Perris Raceway, Perris, CA. 91 Frwy. E.to 15 Frwy S. 20 mi. to Hwy 74, left 8 mi. to Ellis St., L. 300 yds to Burton. Sunwest Series. All classes includ 4-Stroke. 30% trophs, $200 Exp. pb, Cash Dash, $160 Long-jump. Holeshot prizes. Gate 6:30 am, prac 8. Entry $16 mail, $20 post. Info 714/371-6333 (Rick).

October 21

AME CALIFORNIA MX
Indian Dunes Cycle Park, Valencia, CA. All classes. Contingencies, drewings, 40% trophies. Gates open 5 pm, prac 7, race 8. Pro entry $17, Am, $12. Mem req. $20. Series pts. Final race of Budweiser Summer Series. Info 213/881-5778.

AMA PRO-AM TT STEEPLECHASE
Gardena, CA. Ascot Raceway, where the Harbor, San Diego, and 91 Frwys meet. 250 Nov., 500 Jr. classes. Pro advancements pts. D-37 Am. pts. Sign-ups 5:30 pm, race 8. Entry $10, $15 Pro. Info 213/316-1291.

October 22

AMA/D-36 CALIFORNIA SHORT TRACK
Monterey Fairgrounds. Monterey, CA. 16 mi. Short track (cushion). Motorcycle and three wheelers. Gate 6 pm, prac 6:30, race 8. Nov., Jr., and 3-whlrs, $10, Exp, $15, pb, $11. Info 408/394-8225.

CMC CALIFORNIA MX
Carlsbad Raceway, Carlsbad, CA. N. of San Diego. I-5 to Palomar Airport Rd. Approx 4 mi E. (inland) to entrance. Trans Cal Series. All sprtsman. Gates open 6:30 am, sign-up and pre entry confirm 7-8:30, prac 8-8:45, race 9. Entry $15, $20 post. Info 714/261-6116.

OREGON INDOOR MOTORCYCLE AND 3-WHEEL RACING
Benton County Farigrounds, 110 S.W. 53rd St., Benton, OR. All classes. 90% Pro pb. Muffled bikes/non smokers, class C tires on rear except Minis. Sign in 6 pm, prac 7, race 8. Entry $5, $7 Am, $13 Pro, $7 3-whlr, $4 pit pass. Watch $3, $2, 6-18 & Sr. Citz., under 6 free w/adult. Trak-Tak Racing Spec. Info 503/928-7205 after 5 pm.

TEXAS MOTORCYCLE DRAGS
Temple Academy Raceway, 9 mi. S. of Temple, TX, on Hwy. 95 in Central TX. 2 E.T. brackets 0-11.7, 11.7 and up and 250 guaranteed win. 100% Pro pb, trophs. Gate opens 9 am, TT 10 am, race 2 pm. Entry $30, $20 brackets/N.C. trophy class. Entry includes pit pass. Info 817/687-2787 (Red Roberts).

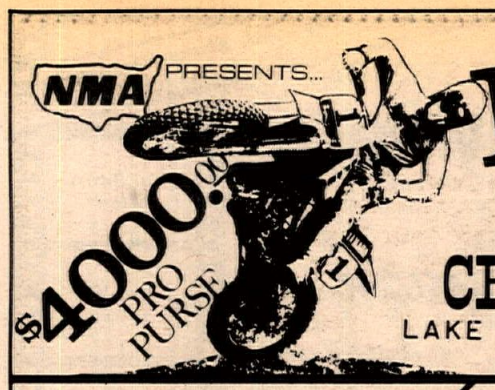
October 22-23

CALIFORNIA MOTOCROSS-ENDURO
Barstow, CA. Sidewinder Rd. off I-15. All classes includ. ATC, Ody and 4 stroke. 25% trophs. MX Sat. 2 pm, Enduro Sun, 8 am. Moto. $5 per class, enduro $12, non-mem. $15. Post add $3. Race to benfit the Special Olympics. Desert Buick Racing Assoc. Info 213/371-2910 or 213/675-6155.

NMA TEXAS MOTOCROSS
Lake Whitney Cycle Rancj, Lake Whitney, TX. All classes. $4000 pro purse, trophs, contingencies. Mini's, Sat, M/C Sun. Info 409/849-0937.

October 23

CALIFORNIA ENDURO
Fouts Springs, CA. 9 mi. West of Stonyford. All classes. Starting times determined by drawing September 27. Entry $15 per rider, $20 post, $6 per three-man team. Info 415/439-7775 (entries) or 415/533-2916 (course).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FALL NATIONALS MOTOCROSS CHAMPIONSHIP
$4000.00 PRO PURSE
LAKE WHITNEY CYCLE RANCH
WHITNEY, TEXAS

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MOTORCYCLES SUN. OCT. 23
WIN A 1984 YAMAHA YZ-125 YZ-80
DRAWING FOR TOP 5 IN EACH CLASS
GATSBY RACE HAT
TEXAS B-B-Q DINNER

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61cc Pee Wee Mod. Thru 8
61cc Jr. Cycle Stk. Thru 11
61cc Jr. Cycle Mod. Thru 11
83cc Stock 9-11 Yrs.
83cc Mod. 9-11 Yrs.
83cc Stock Nov. 12-16
83cc Mod. Nov. 12-16
83cc Stock Int. 12-16
83cc Mod. Int. 12-16
83cc Stock Experts
83cc Mod. Experts
105cc Open
125cc Stock Nov.
125cc Mod. Nov.
125cc Stock Int.
125cc Mod. Int.
125cc Stock Pro
125cc Mod Pro
250cc Stock Nov.
250cc Mod. Nov.
250cc Stock Int.
250cc Mod. Int.
250cc pro
Open Pro
Over 30
NMA
Go for it

GRIFFS
Early Bird Racing USA
MAXIMA
Big Tex Yamaha
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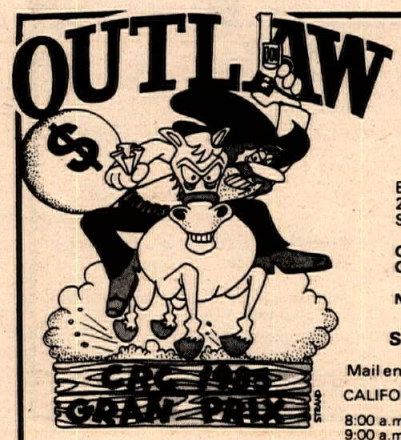
Bob Holley
(409) 849-8779
or 849-0937



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OUTLAW GRAN PRIX
Saddleback Park
October 23, 1983
CRC

Each Class Race 45 Minutes
20% Trophies
Super Finisher Pins

MAIL ENTRY.....$16.00
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CRC GRAN PRIX & MX & A.T.V. POINTS
No post entry penalty for 2nd class entered
SAN DIEGO STADIUM QUALIFIER

Mail entries and two (2) legal size self-addressed, stamped envelopes (SASE) to:
CALIFORNIA RACING CLUB, 24518 Island, Carson, CA 90745

8:00 a.m. 250 Beg., Nov., Int.
9:00 a.m. ATC & Odyssey
10:00 a.m. OVER THE HILL GANG
11:00 a.m. Minis
12:00 Noon Vets
1:00 p.m. Pros
2:00 p.m. 100, 125, 175, 200, Beg., Nov., Am.
3:00 p.m. 500 Beg., Nov., Int.
4:00 p.m. Team Race

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8th Annual
Great Pumpkin G.P.
Sun., Oct. 30
CORONA RACEWAY

CRC RACE SCHEDULE
Oct. 14 — NIGHT MOTOCROSS
Indian Dunes
Oct. 16 — MOTOCROSS
Indian Dunes
Oct. 23 — OUTLAW G.P.
Saddleback Park
All Events are San Diego Amateur SX Qualifiers
1983 CRC Membership Required
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Open 7 Days 714-558-1584
CMC—MX — 1st & 3rd Sundays
CRC—MX — 2nd & 4th Sundays
SMX—MX — Every Saturday
SADDLEBACK PARK

RACE Schedule

Thurs.	Oct. 13	Motocross	OCIR
Fri.	Oct. 14	Motocross	Corona
Thurs.	Oct. 20	Odys, 3 Whlrs	Corona
Thurs.	Oct. 20	Motocross	O.C.I.R
Fri.	Oct. 21	Motocross	Corona

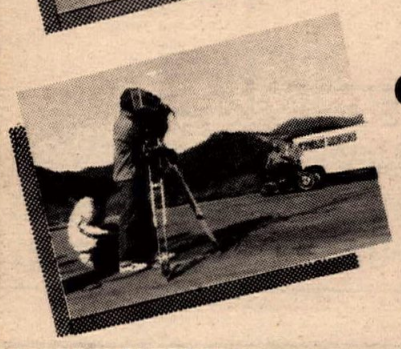
MOTORCYCLES ON TELEVISION!

Oct. 8th Show Pre-empted. Back on Oct. 15th

MOTORCYCLE WORLD

WITH

Larry Huffman



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MX RACES EVERY SUNDAY
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INDIAN DUNES

TEXAS MOTOCROSS
Denison TX, between Denison and Sherman behind Jack Barnett Honda. All classes includ. ATV. Gate 8 am, prac 9, race 12. Entry $7, admission 3. Info 714/463-1614 (Bill Jennings).

CRC CALIFORNIA GP
Saddleback Park, Orange, CA. Frwy. 55 to Chapman exit E. 7 mi to Santiago Rd. Rght to county fire station then left. Cash pb to Pros. San Digeo qualifier. Entry $16 mail, $20 post. CRC mem reqd. Info 714/689-6114 or 213/830-7519.

WOMENS MOTOCROSS NATIONALS
Saddleback Park, Orange, CA. 55 Frwy to Chapman Ave. East, 7 mi. to Santiago Rd., right to fire station, turn lft. Ultimate Products. All classes inlcud. Vets and Sidehacks. $1500 purse, 3,000 prizes. Gate 7 am, sign-in and tech inspec, 7:30. race 9. Entry Pro $35, Sportswomen, $25, men, $10, Sidehacks, $15. Info 213/798-6118 (Denise De Vines) or 714/371-6333(Rick Campbell).

CMC CALIFORNIA MX
Carlsbad Raceway, Carlsbad, CA. I-5 to Palmer Airport Rd. Approx. 4 miles east (inland) to entrance. Pros, Vets & OT Mstrs, Mini Ex. Trans Cal Series. Gate 6:30 am, sign-up and pre-entry confirm 7-8:30, prac 8-8:45, race 9. Entry $25, $35 post. Info 714/261-6116.

OKLAHOMA MX
Motorcycle Raceways, Inc., Oklahoma City, OK. Between I-40 & I-240, exit S. Douglas to S.E. 59th & turn east. All classes. Gate 9 a.m., prac. 10:30, race 11:30 or noon. Info 405/681-9492 (Tommy).

NMA CALIFORNIA MX
Sunrise Valley, Adelanto, CA. Western Fall Nationals. Pee Wees thru 250's. 30% trophs, Pro pb. Call for entry forms. Gates 6:30 am, prac 8, race 9:30. Info 213/868-8112.

WASHINGTON MOTOCROSS
Tampico, WA. Southfork Foothills MX Park. 71 mi. West of Yakima WA. On lower Autanum Rd. Left at Tampico store. Trailhead Promotions. 3rd race of Sun Challenge Series. All classes. 100% pb per race for Pros plus $2000 overall series. Sportsmen 33% trophs. Must run 6 of 9 races to qualify. Gates 8 am, prac. 9, race 10:30. Entry $10, $20 Exp. Info 509/248-1472 or 248-9113.

CALIFORNIA DEANZA MX
DeAnza Cycle Park, Sunnymead, CA. 10 mi. east of Riverside on Hwy 60 to Theodore exit. All classes. 30% same day Sptsmn troph., 100% Pee Wee troph. Everybody goes 2 motos. Free camping. Park open 7 days. Gate 6 a.m., prac. 8:30, race 9:30. Entry $6 gate + $9 Sptsmn, $13 Pro; nonmemb. add $2. Info 714/653-8068, 5840, 7979.

TEXAS AUSTIN MX
Austin Motosports Raceway, Austin, TX. U.S. 183 S to Smith Rd (south of Motorola plant), Howard Rd 1½ & watch for signs. All classes. 50% troph. through 5th, 200% Ex. p.b. Concessions, free camping & fishing. Split schedule: Nov sign up 7 a.m., prac. 8, race 9; Int/Ex sign up noon, race 1:30. Gate $5 adult, under-8 free. Entry $10 Sptsmn, $15 Ex. Info 512/443-7627, 327-5254 (Rocky).

TEXAS LAKE WHITNEY MX
Lake Whitney Cycle Ranch, Whitney, TX. On FM 2960 of Hwy 22, west of Whitney. All classes. Troph. through 8th, $1,170 guaranteed purse. Split sched: Nov 9 a.m., Int/Ex approx. 1:30 p.m. Camping $2/vehicle, gate $4. Entry $8 Am, $10 Ex. Info 713/482-7593, 817/694-2901.

AMA/D-37 CALIFORNIA HARE AND HOUND
Soggy Dry Lake area. Marked from Hwy 247 and Fire Station in Lucerne. Johnson Valley Championship. All classes. NO ATVS. Finisher pins. 20% trophs. 2 loops, 75 mi. Start 9 am. Entry $16, pie plates $18. 100 Motorcycle Club. Info 213/335-4767 or 714/985-1567.

OKLAHOMA JUNIPER MX
Juniper MX, McAlester, OK. Tulsa Turnpike (75) north on 69 (not Bus. 69), east at Exit 113. All classes. Troph. through 6th, 150% Ex p.b. Sign in 8 a.m., prac. 9-10, race 10:30. Entry $8 Sptsmn, $15 Ex, $4 gate. Info 918/426-4533 (McAlester Kawasaki).

CALIFORNIA SUNRISE MX
Sunrise Valley Cycle Park, Adelanto, CA. 2 mi. north of town on Hwy 395. All classes. 50% Mini/Vet troph., 50% cash p.b. to Vet/Ex. Free O/N parking. Gate 7:30 a.m., race 9:30. Info 714/245-7339.

AMA/D-36 CALIFORNIA MOTOCROSS
Argyll Park, 11 mi. S. of Dixon, CA. Off Hwy 113. All classes. 100% pb, trophs. No bicycles, no dogs. Gate 6:30 am, sign-up 7, prac 7:30, 1st race 9. Entry $15, $20 plus $5 Semi-Pro, $5 watch, $1 child. Info 916/678-3592 (Buel Campbell).

ARIZONA MOTOCROSS
Canyon Raceway, Phoenix, AZ. 2 mi. west of 99th Ave. and Carefree Hwy. Trophs to Sptsmen classes. 30% thru 5 places. 100% Pro pb. Series trophs and awards will be presented at this race. Drawing for new CR125 Honda. Final round of Arizona Fall Motocross Series. Gates open 7 am, prac 8:30. Entry $12, $14 Pro. Bike fee at gate $5 (deducted at sign-up). Watch $5, $2 child under 12. Info 602/583-0575 (Tom Timmons).

AMA/D-36 CALIFORNIA MOTOCROSS
Janesville, CA. 100% Pro pb, trophs. Race 4 in Nevada State Motocross Championship Series. Gate 6 am, prac 7, race 9. Entry $12, $15 Pro, $4 gate. Info 916/253-3309 (Ted Check)

AMA/D-36 CALIFORNIA MOTOCROSS
Redding, CA. Hwy 44 to Airport Rd., S. to Rancho Rd., turn lft and follow signs. All classes. Trophs to Sptsmen. 100% Pro pb. Gate 6:30 am, prac 7:30, race 9. Entry $15, $20 Pro. Watch $3.50, child $1. Info 916/223-5600.

October 28

WASHINGTON FLAT TRACK
Monroe Fairgrounds, Monroe, WA. All classes. Entry troph class $8, money class $12. Open 5 pm, sign-up 6, rider mtg, 7:15, race 7:30. Adm. $4, $3 senior citzen, $2 child (7-6). Under 6 free. Info 776-4436 or 745-8030.

MOTORCYCLE SWAP MEET
Orange County Fairgrounds, Costa Mesa, CA. S. end of Newport 55 Frwy. Opens 6 pm-10pm. Free parking. 10x10 space $20, 10x15 space $30, motorcycle for sale $10 each. Move in 1 pm-4pm. 24 hour info 714/495-2542.

CMC CALIFORNIA MX
Saddleback Park, Orange, CA. Newport Frwy (55) is located in Orange County E. of I-5. Take Chapman Ave. E. from Hwy 55 for about 7 mi to 1st 4-way stop sign (Santiago Cyn Rd). Turn rgt and follow for 3 mi. Turn lft at road across from county fire station. Trans Cal Series. Gates open 6:30 am, sign-up and pre entry confirm 7-8:30, prac 8-8:45, race 9. Entry $15, post $20. Info 714/261-6116.

October 29

AMA/D-36 CALIFORNIA SHORT TRACK
Monterey Fairgrounds. Monterey, CA. 16 mi. Short track (cushion). Motorcycle and three wheelers. Gate 6 pm, prac 6:30, race 8. Nov., Jr., and 3-whlrs, $10, Exp, $15, pb, $11. Info 408/394-8225.

CMC CALIFORNIA MX
Saddleback Park, Orange, CA. Hwy 55, located E. of I-5. East from Hwy 55 for about 7 mi to 1st and only 4-way stop sign (Santiago Cyn. Rd.). Turn right and follow for about 3 mi. Turn left at road across from county fire station. All Pros, Vets & OT Msters, Mini Ex. Gate 6:30 am, sign-in and pre-entry confirm, 7-8:30, prac 8-8:45, first race 9. Entry $25, $35 post. Trans Cal Series. Info 714/261-6116.

CALIFORNIA DEANZA MX
DeAnza Cycle Park, Sunnymead, CA. 10 mi. east of Riverside on Hwy 60 to Theodore exit. All classes. 30% same day Sptsmn troph., 100% Pee Wee troph. Everybody goes 2 motos. Free camping. Park open 7 days. Gate 6 a.m., prac. 8:30, race 9:30. Entry $6 gate + $9 Sptsmn, $13 Pro; nonmemb. add $2. Info 714/653-8068, 5840, 7979.

OKLAHOMA CITY MX
Oklahoma City, OK. Intersection of I-35 & I-40; east-bound I-40 exit eastern, west-bound I-40 exit Reno. All classes. 6 troph./class, 150% Ex p.b. Gate 8 a.m., prac. 10, race noon. Entry $6 Sptsmn, $10 Ex, $4 gate. Info 405/732-0212 (Howard).

ARIZONA CANYON MX
Canyon Raceway, 1½ mi. west of 99th Ave & Carefree Hwy, Phoenix, AZ. All classes. 33% Sptsmn troph., 100% Ex p.b. Info 602/934-5027 (Bob), 583-0575 (Tom).

TEXAS SWAN MX
Tyler, TX. Exit 69 S from I-20, 2 mi. to CR 471, right 2 mi. & turn left. All classes. Troph. to 5th, $1005 Ex. purse (15 rider min./class), 100% Pro p.b. if less than 15. Concessions. Camping & elec. hookups. Gate 5 a.m., Split program: Nov prac. 8, race 9:30; Int & Ex prac. approx. 1:00 p.m., race 1:30. Entry $5 gate (under-6 and over-60 free), $10 Sptsmn, $20 Ex. Info 214/882-4215 (Bill).

TEXAS BURLESON MX
South of Fort Worth, TX. I-35 S from Fort Worth to Hardgrove Lane, east 2 mi. and turn right after bridge. All classes. Troph. thru 6th, $1,200 purse paid per moto and overall (200% p.b. if less than 10 riders/class). No pit riding or late prac. Gate 7 a.m. Split sched: Nov prac. 8-8:30, Mini prac. 8:30-8:45, 1st race 9; Int & Ex prac. approx. 12:30 p.m., race 1. Gate $5, under-10 & over-60 free. Entry $10 Sptsmn, $20 Ex. Info 817/295-8908, 295-1760.

TEXAS MOSIER MX
Mosier Valley MX Park, Ft. Worth, TX. All classes. $804 guaranteed Ex purse. No pit riding or late prac. Prac. 8 a.m., race 9; Int & Ex prac. 1:30 p.m. Entry $11 Sptsmn, $16 Ex. Gate $5. Info 214/357-4196.

October 29-30

D-37 CALIFORNIA ENDURO
Red Mt. marked from 395 and Trona Rd. to aol Series Station Rd. 2 days, 2 50 mi. loops each day. Golden State Championship pts. Contingencies. Entry A&B, 2 loops, 2 days $32, C, 1 loop, 2 days $27. All Sunday only $17. Add $5 for post entry. Mail entries to CEA, 1316 S. Siesta Ave., West Covina, CA 91790. Info 213/448-8351 or 287-8157.

October 30

D-36 CALIFORNIA FAMILY ENDURO
Lake Shasta Dam, 6 mi. N. of Redding, CA. I-5 to Shasta Dam exit, to Dam. Cross Dam, follow paved Rd. to camping area. A & B comb., C, Jr. P.P., OT classes. Contingencies. Sprk. arrestors reqd. First rider out 8:01 am. Entry $10, $12.50 non card holders. Info 916/222-1726.

SRA BLACK CAT GP
Carlsbad Raceway, Carlsbad, CA. I-5 to Palomar Airport Rd., E. 3 mi. to Raceway. All classes plus ATC-Ody. 20% trophs, finisher pins. 201-Open, Sen-Vets prac in am, race in am, 0-200cc, ATC-Ody prac in pm, race in pm. Entry $12 mail, $15 post. Info 714/828-1358.

NEVADA STATE CHAMPIONSHIP MOTOCROSS
Las Vegas Motocross Park, Las Vegas, NV. I-15 to Apex Rd. turn-off. 20 mi. N. of downtown Las Vegas. Turn right 200 yds to track entrance, then lft. All classes, includ 3 whlrs. $2150 Pro purse, $500 in contingencies for Am. 100% trophs. Pros must be members and race all 3 races. Gate and sign-in 7 am, prac 8, race 9. Entry $15, $20 Pro, &10 to ride 2nd class. Watch $3, 6-11 $2, under 6 free. Las Vegas Mothers Motocross Auxiliary. Info 702/361-6642 (Jeanne Saxton).

AMA/D-36 MARYSVILLE MX
Marysville, CA. Riverfront Park. 40 mi. N. of Sacramento on Hwy 70. Park entr. is on 1st St. between E and F St. Blue Plate Pts. awarded. High pts. wins a new M/C from Honda of Marysville. Other prizes for second and third. AMA/D-36 cards ava. at track. Silencers reqd. Gate 6:30 am, sign-up 7, prac 7:30, race 9. Sptsm $15, Pros and Exp add $5. Spec. $4. Child 6-12 $1, under 6 free. Info 916/695-2727.

CALIFORNIA GRAN PRIX
Corona Raceway, Corona, CA. All classes. 100% Pro pb, 25% trophs, 100% finisher pins. Silencers mandatory. 3 number plates reqd. Gates open 6:30 am, first prac starts 8 am, first race 9:15. Entry $15 mail, $22 post. Team race $10 mail each, $12 post each. Must send together. Info 714/689-1913

November 5

TRANS CAL SAN DIEGO MX CMC
Jack Murphy Stadium. Tickets aval at Ticketron, Super Shops, Teleseat, Bill Gamble Mens stores. Prices $6-$18. $3 discount for $15 and $18 tickets by mail before Oct. 24. at P.O. Box 1523, Laguna Beach, Ca 92652. Info 714/494-3684.

1984 CZ WORLD CHAMPIONSHIP AND VINTAGE M/C RACES
Saddleback Park, Orange, CA. Open to any CZ motorcycle Jr., Int., Ex., and any Vintage motorcycle older than 1976. Special prizes. Info 714/495-4771.

AMA/D-36 CALIFORNIA ENDURO
Lake Pillsbury, CA. All classes. First rider leaves 7:31 am. Spark arrestors and green stickers a must. Entry $17 per rider, $15 to district club members. Info 415/489-8437 or 651-6413.

November 6

CRC CALIFORNIA FAMILY ENDURO
Red Mt. 20% trophs, finsiher pins, CRC pts. 3 loops. C riders under 16, Minis, and Women B go one loop, Women A, B under 16, All Senior Citzens and C riders go 2 loops, all others go 3. No late pts for 2 & 3 loopers on 1st loop. Start 8 am. Mail entry $20, post $23. Non CRC memb. add $4. Info 714/689-6114.

TEXAS CONROE MX
Conroe MX Park, Conroe, TX. 3 mi. south of town to San Jacinto River. All classes. Troph. or gift cert. to 8th in Nov classes. Concessions, showers & bathrooms. Split schedule: prac. 8 a.m., race 10; Int/Ex race 1 p.m. Entry $8 Sptsmn, $15 Ex. Gate $4. Info 712/756-4114 (Conroe Suz), 273-2336 (track).

CMC CALIFORNIA MX
Saddleback Park, Orange, CA. Frwy 55 to Chapman exit, east 7 mi. to Santiago Canyon Rd, right to county fire station, left on rd past fire station. All classes. 30% troph. Gate 7:30 a.m., sign up & prac. 8-9, race 9:30. Entry $10 Sptsmn, $15 Pro. Info 714/261-6116.

CALIFORNIA DEANZA MX
DeAnza Cycle Park, Sunnymead, CA. 10 mi. east of Riverside on Hwy 60 to Theodore exit. All classes. 30% same day Sptsmn troph., 100% Pee Wee troph. Everybody goes 2 motos. Free camping. Park open 7 days. Gate 6 a.m., prac. 8:30, race 9:30. Entry $6 gate + $9 Sptsmn, $13 Pro; nonmemb. add $2. Info 714/653-8068, 5840, 7979.

TEXAS AUSTIN MX
Austin Motosports Raceway, Austin, TX. U.S. 183 S to Smith Rd (south of Motorola plant), Howard Rd 1½ & watch for signs. All classes. 50% troph. through 5th, 200% Ex. p.b. Concessions, free camping & fishing. Split schedule: Nov sign up 7 a.m., prac. 8, race 9; Int/Ex sign up noon, race 1:30. Gate $5 adult, under-8 free. Entry $10 Sptsmn, $15 Ex. Info 512/443-7627, 327-5254 (Rocky).

AMA/D-36 CALIFORNIA MOTOCROSS
Argyll Park, 11 mi. S. of Dixon, CA. Off Hwy 113. All classes. 100% pb, trophs. No bicycles, no dogs. Gate 6:30 am, sign-up 7, prac 7:30, 1st race 9. Entry $15, $20 plus $5 Semi-Pro, $5 watch, $1 child. Info 916/678-3592 (Buel Campbell).

ARIZONA CANYON ST & TT
Canyon Raceway, 1½ mi. west of 99th Ave & Carefree Hwy, Phoenix, AZ. All classes. 33% Sptsmn troph. to 5th, 100% Ex p.b. to 33% of class to 5th. Class C trac. req'd for Ex, recommended for all others. Gate 10 a.m., rider's meeting 11, race after prac. Gate fees: $4 adult, $2 child under-12, $5/bike (deducted at sign up). Entry $10 Sptsmn, $14 Ex. Info 602/978-0661 (Russ), 583-0575 (Tom).

CMMC CALIFORNIA MINI MX
Barona Oaks Raceway, Ramona, CA. Hwy 67 to Lakeside, east on Mapleview, north on Ashwood, up Wildcat Canyon Rd 11 miles. New Beg. class. O/N camping & concessions. Sign up closes 7:30 sharp. Entry $10, yearly memb. $15. Info 714/561-7344 (Gary), 447-9348 (Dennis).

TEXAS BURLESON MX
South of Fort Worth, TX. I-35 S from Fort Worth to Hardgrove Lane, east 2 mi. and turn right after bridge. All classes. Troph. thru 6th, $1,200 purse paid per moto and overall (200% p.b. if less than 10 riders/class). No pit riding or late prac. Gate 7 a.m. Split sched: Nov prac. 8-8:30, Mini prac. 8:30-8:45, 1st race 9; Int & Ex prac. approx. 12:30 p.m., race 1. Gate $5, under-10 & over-60 free. Entry $10 Sptsmn, $20 Ex. Info 817/295-8908, 295-1760.

ARIZONA ROAD RACE
Phoenix, AZ. Phoenix International Raceway. 115th Ave and Baseline Rd. Follow 115th Ave S. from Buckeye Rd. A,B,C,D, Skt. Prod., Super Street, Formula 1 & 2, Vintage classes. Trophs for all classes. Will accept any current road racing license instead of New Riders school. New Riders school starts 7:30 am, gates open 6:30 am, prac 9, race 1 pm. Entry $15 memb., $15 New Riders school, $30 1st class, $15 additional class. Spectator $3. Info 602/973-2185 eve., 247-5542 days.

AMA/D-36 CALIFORNIA MOTOCROSS
Argyll Park, 11 mi. S. of Dixon, CA. Off Hwy 113. All classes. 100% pb, trophs. No bicycles, no dogs. Gate 6:30 am, sign-up 7, prac 7:30, 1st race 9. Entry $15, $20 plus $5 Semi-Pro, $5 watch, $1 child. Info 916/678-3592 (Buel Campbell).

OKLAHOMA TULSA MX
Tulsa, OK. South of Tulsa International Raceway off Hwy 169 N & North 36th St. All classes. 33% troph., 150% Ex p.b. Gate 8 a.m., prac. 9:30, race 11. Entry $8 Sptsmn, $12 Ex, $4 gate. Tulsa Area Motosports, Inc. Info 918/266-6136 (Rick).

TEXAS MOSIER MX
Mosier Valley MX Park, Ft. Worth, TX. All classes. $804 guaranteed Ex purse. No pit riding or late prac. Prac. 8 a.m., race 9; Int & Ex prac. 1:30 p.m. Entry $11 Sptsmn, $16 Ex. Gate $5. Info 214/357-4196.

November 11

CMC CALIFORNIA NIGHT NATIONAL MX
Ascot Park, Gardena CA. All classes includ. ATV. Gate 5 pm, prac. 6-7, race 7:30. Entry $12 includ. gate fee. Info 714/261-6116.

November 13

WASHINGTON MOTOCROSS
Richland, WA. Horn Rapids ORV.-Trailhead Promotions. 4 th race of Sun Challenge Series. All classes. 100% pb per race for Pros plus $2000 overall series. Sportsmen, 33% trophs. Must run 6 of 9 races to qualify. Gates 8 am, prac 9, race 10:30. Entry $10, Exp. $20, Info 509/248-1472 or 248-9113 (eve).

CMC CALIFORNIA MX
Carlsbad Raceway, Carlsbad, CA. I-5 S to Palomar Airport Rd, east 3 mi. to raceway. All classes. 30% troph. Gate 7 a.m., sign up 7, prac. 8, race 9. Entry $10 Sptsmn, $15 Pro ($10 to p.b.). Info 714/261-6116.

OKLAHOMA JUNIPER MX
Juniper MX, McAlester, OK. Tulsa Turnpike (75) north on 69 (not Bus. 69), east at Exit 113. All classes. Troph. through 6th, 150% Ex p.b. Sign in 8 a.m., prac. 9-10, race 10:30. Entry $8 Sptsmn, $15 Ex, $4 gate. Info 918/426-4533 (McAlester Kawasaki).

AMA D-37 SUNRISE MX
Sunrise Valley Cycle Park, Adelanto, CA. 2 mi. north of town on Hwy 395. All classes. 50% Mini/Vet troph., 50% cash p.b. to Vet/Ex. District 37 points. Free O/N parking. Gate 7:30 a.m., race 9:30. Info 714/245-7339.

CALIFORNIA DEANZA MX
DeAnza Cycle Park, Sunnymead, CA. 10 mi. east of Riverside on Hwy 60 to Theodore exit. All classes. 30% same day Sptsmn troph., 100% Pee Wee troph. Everybody goes 2 motos. Free camping. Park open 7 days. Gate 6 a.m., prac. 8:30, race 9:30. Entry $6 gate + $9 Sptsmn, $13 Pro; nonmemb. add $2. Info 714/653-8068, 5840, 7979.

ARIZONA CANYON MX
Canyon Raceway, 1½ mi. west of 99th Ave & Carefree Hwy, Phoenix, AZ. All classes. 33% Sptsmn troph., 100% Ex p.b. Info 602/934-5027 (Bob), 583-0575 (Tom).

AME CALIFORNIA MX
Indian Dunes Cycle Park, I-5 to Hwy 126, Valencia, CA. All classes. Pro p.b. & 30% Sptsmn troph. Gate 7 a.m., prac. 8, race 9. Entry $12 Sptsmn, $17 Pro ($15 to p.b.); AME memb. req'd, avail at track ($20). American Motocross Enterprises, Inc., P.O. Box 1421, Reseda, CA, 91335. Info 213/881-5778.

TEXAS SWAN MX
Tyler, TX. Exit 69 S from I-20, 2 mi. to CR 471, right 2 mi. & turn left. All classes. Troph. to 5th, $1005 Ex. purse (15 rider min./class), 100% Pro p.b. if less than 15. Concessions. Camping & elec. hookups. Gate 5 a.m., Split program: Nov prac. 8, race 9:30; Int & Ex prac. approx. 1:00 p.m., race 1:30. Entry $5 gate (under-6 and over-60 free), $10 Sptsmn, $20 Ex. Info 214/882-4215 (Bill).

CMC CALIFORNIA MOTOCROSS
Huron Cycle Park, Huron, CA. From L.A. take I-5 N. to 269 Huron exit. From Sact. take I-5 S. to 198 exit, east to 269. Follow signs to Huron and track. All classes includ. 3-whlr. 30% trophs, 100% Pro pb. Gates open 6 am, prac 8, race 9. Entry $15, $20 Pro, $4 gate. Info 209/935-0152.

TEXAS MOTOCROSS
Denison TX, between Denison and Sherman behind Jack Barnett Honda. All classes includ. ATV. Gate 8 am, prac 9, race 12. Entry $7, admission 3. Info 714/463-1614 (Bill Jennings).

OKLAHOMA MX
Motorcycle Raceways, Inc., Oklahoma City, OK. Between I-40 & I-240, exit S. Douglas to S.E. 59th & turn east. All classes. Gate 9 a.m., prac. 10:30, race 11:30 or noon. Info 405/681-9492 (Tommy).

CRC CALIFORNIA MX
Saddleback Park, Orange, CA. Frwy 55 to Chapman exit, east 7 mi. to Santiago Canyon Rd, right to county fire station, left on rd past fire station. All classes. 30% brass to Sptsmn, cash p.b. to Pros. 2 motos. Gate 7 a.m., prac. 8, race 9:30. Entry $12 Sptsmn. $15 Pro; CRC memb. req'd. California Racing Club. Info 213/830-7519.

AMA MARYSVILLE MX
Marysville, CA. E Street track. Take Hwy 70 N. North Beale Rd. (S. City Limit), then go over levee on Shad Rd. (One block west of Honda of Marysville. Blue Plate Pts. awarded. High pts. wins a new M/C from Honda of Marysville. Other prizes for second and third. AMA/D-36 cards ava. at track. Silencers reqd. Gate 6:30 am, sign-up 7, prac 7:30, race 9. Sptsm $15, Pros and Exp add $5. Spec. $4. Child 6-12 $1, under 6 free. Info 916/695-2727.

November 19

OREGON INDOOR MOTORCYCLE AND 3-WHEEL RACING
Benton County Farigrounds, 110 S.W. 53rd St., Benton, OR. All classes. 90% Pro pb. Muffled bikes/non smokers, class C tires on rear except Minis. Sign in 6 pm, prac 7, race 8. Entry $5, $7 Am, $13 Pro, $7 3-whlr, $4 pit pass. Watch $3, $2, 6-18 & Sr. Citz., under 6 free w/adult. Trak-Tak Racing Spec. Info 503/928-7205 after 5 pm.

November 20

OKLAHOMA TULSA MX
Tulsa, OK. South of Tulsa International Raceway off Hwy 169 N & North 36th St. All classes. 33% troph., 150% Ex p.b. Gate 8 a.m., prac. 9:30, race 11. Entry $8 Sptsmn, $12 Ex, $4 gate. Tulsa Area Motosports, Inc. Info 918/266-6136 (Rick).

TEXAS MOSIER MX
Mosier Valley MX Park, Ft. Worth, TX. All classes. $804 guaranteed Ex purse. No pit riding or late prac. Prac. 8 a.m., race 9; Int & Ex prac. 1:30 p.m. Entry $11 Sptsmn, $16 Ex. Gate $5. Info 214/357-4196.

TEXAS CONROE MX
Conroe MX Park, Conroe, TX. 3 mi. south of town to San Jacinto River. All classes. Troph. or gift cert. to 8th in Nov classes. Concessions, showers & bathrooms. Split schedule: prac. 8 a.m., race 10; Int/Ex race 1 p.m. Entry $8 Sptsmn, $15 Ex. Gate $4. Info 712/756-4114 (Conroe Suz), 273-2336 (track).

CMC CALIFORNIA MX
Saddleback Park, Orange, CA. Frwy 55 to Chapman exit, east 7 mi. to Santiago Canyon Rd, right to county fire station, left on rd past fire station. All classes. 30% troph. Gate 7:30 a.m., sign up & prac. 8-9, race 9:30. Entry $10 Sptsmn, $15 Pro. Info 714/261-6116.

CALIFORNIA DEANZA MX
DeAnza Cycle Park, Sunnymead, CA. 10 mi. east of Riverside on Hwy 60 to Theodore exit. All classes. 30% same day Sptsmn troph., 100% Pee Wee troph. Everybody goes 2 motos. Free camping. Park open 7 days. Gate 6 a.m., prac. 8:30, race 9:30. Entry $6 gate + $9 Sptsmn, $13 Pro; nonmemb. add $2. Info 714/653-8068, 5840, 7979.

CRC CALIFORNIA MX
Indian Dunes Cycle Park, Valencia, CA. I-5 to Hwy 126. All classes. Brass for Sptsmn, cash for Pros. 2 long motos. Gate 7 a.m., prac. 8, race 9:30. Entry $12 Sptsmn, $15 Pro; memb. req'd. Info 213/830-7519.

CMC CALIFORNIA MX
Sunrise Valley Cycle Park, Adelanto, CA. 2 mi. north of town on Hwy 395. All classes. 50% Mini/Vet troph., 50% cash p.b. to Vet Ex. Free O/N parking. Gate 7:30 a.m., race 9:30. Info 714/245-7339.

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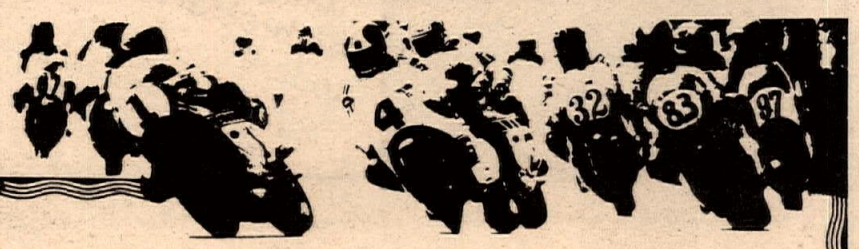

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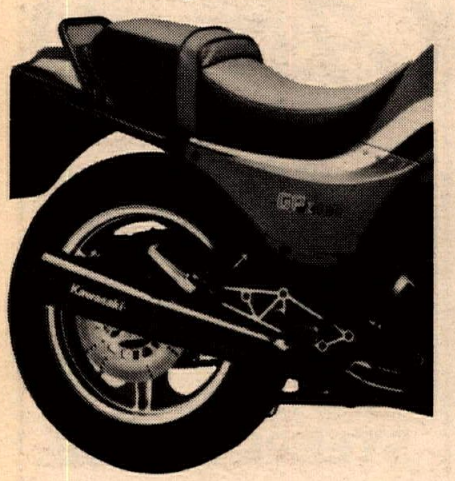

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TEXAS ARROYO MX
Arroyo MX Park, Harlingen, TX. All classes + Enduro. Troph. to 3rd, 200% Ex p.b. Gate 8:30 a.m., prac. 10:30, race 11:30. Entry $8 Sptsmn, $12 Ex. Harlingen MX Association. Info 512/428-3895.

OKLAHOMA CITY MX
Oklahoma City, OK. Intersection of I-35 & I-40; east-bound I-40 exit eastern, west-bound I-40 exit Reno. All classes. 6 troph./class, 150% Ex p.b. Gate 8 a.m., prac. 10, race noon. Entry $6 Sptsmn, $10 Ex, $4 gate. Info 405/732-0212 (Howard).

ARIZONA CANYON ST & TT
Canyon Raceway, 1½ mi. west of 99th Ave & Carefree Hwy, Phoenix, AZ. All classes. 33% Sptsmn troph. to 5th, 100% Ex p.b. to 33% of class to 5th. Class C trac. req'd for Ex, recommended for all others. Gate 10 a.m., rider's meeting 11, race after prac. Gate fees: $4 adult, $2 child under-12, $5/bike (deducted at sign up). Entry $10 Sptsmn, $14 Ex. Info 602/978-0661 (Russ), 583-0575 (Tom).

ARIZONA DEER VALLEY MX
Deer Valley Cycle Park, Phoenix, AZ. 7th St. & Deer Valley Rd. All classes. 33% troph., 100% Pro p.b. No pit riding. Gate 6:30 a.m., prac. 8, race 9. Entry $10 Sptsmn, $15 Pro. Watch $4 adult, $2 under-12. Phoenix Supercross Raceways, Inc. Info 602/867-4769 (John).

CMMC CALIFORNIA MINI MX
Barona Oaks Raceway, Ramona, CA. Hwy 67 to Lakeside, east on Mapleview, north on Ashwood, up Wildcat Canyon Rd 11 miles. New Beg. class. O/N camping & concessions. Sign up closes 7:30 sharp. Entry $10, yearly memb. $15. Info 714/561-7344 (Gary), 447-9348 (Dennis).

TEXAS BURLESON MX
South of Fort Worth, TX. I-35 S from Fort Worth to Hardgrove Lane, east 2 mi. and turn right after bridge. All classes. Troph. thru 6th, $1,200 purse paid per moto and overall (200% p.b. if less than 10 riders/class). No pit riding or late prac. Gate 7 a.m. Split sched: Nov prac. 8-8:30, Mini prac. 8:30-8:45, 1st race 9; Int & Ex prac. approx. 12:30 p.m., race 1. Gate $5, under-10 & over-60 free. Entry $10 Sptsmn, $20 Ex. Info 817/295-8908, 295-1760.

December 4

CMC CALIFORNIA MOTOCROSS
Huron Cycle Park, Huron, CA. From L.A. take I-5 N. to 269 Huron exit. From Sact. take I-5 S. to 198 exit, east to 269. Follow signs to Huron and track. All classes includ. 3-whlr. 30% trophs, 100% Pro pb. Gates open 6 am, prac 8, race 9. Entry $15, $20 Pro, $4 gate. Info 209/935-0152.

December 18

ARIZONA 2 HOUR ROAD RACE
Phoenix, AZ. Phoenix International Raceway. 115th S. of Baseline Rd. Formul 1 (601-Up), Formula 2 (o-600cc) classes. Trophs. 2 hr. race with mandatory rider change after ½ hour. Gate 6:30 am, prac 9, race 1 pm. Phoenix Road Racing Organization. Info 602/973-2185, 247-5542.

January 8

NEVADA HARE & HOUND WORLD CHAMPIONSHIP
Las Vegas, NV. 150 mi. point to point. Professional desert race. Info write to "Best In The Desert" c/o Sportsman Cycle, 3475 Boulder Hwy, Las Vegas, NV 89121, or call 702/457-0343.

ROAD RUNS

October 15-16

CALIFORNIA ROAD RUN
Start at Hutchins Motor Sports Inc., 55405 29 Palms Hwy., Yucca Valley, CA. All riders welcomed. Pins, patches,secret checks, youngest/oldest, smallest/biggest motorcycles. Raffle, coffee. Entry $10, $12 post. Info 619/365-6311.

October 23

D-37/ROAD RIDER POKER RUN
Start at Cycle Parts West, 13682 Beach Blvd., Westminster, CA. Off 22 Frwy. Orange County Road Riders. D-37 pts. Prizes for high and low poker hands. Entry $6, $5 passenger, $3 child under 16. Mail in registration. Joyce Brown, 14192 Quent Dr., Tustin, CA. 92680. Info 714/992-2345.

CALIFORNIA POKER RUN
Santa Ana, CA. Santa Ana Harley Davidson. 1st and Tustin. Hi & Lo hands, largest group particpants. Raffle, door prizes and food. $3 per bike. NMA Orange County. Info 714/761-0990, 633-7248 (Al Swanee).

October 29

CALIFORNIA HALLOWEEN ROAD RUN
Pasadena, CA. Start at Chubbuck's Harley, 1361 E. Walnut. Run pins. Dinner and dance. Start 12 am to 2. Entry $7.50 per person. Disc. for AMA, HDOA, SCMA with current card, 50¢. Info 914/792-1300.

Decmeber 11

GUMBALL 200 RAOD RUN
Accessories Unlimited, 26057 Bouquet Canyon rd., Sagus, CA. Pins, coffee and donuts. D-37 point run, last points run '83. 7 am-9. Entry $5. Info 805/255-6522(Boyce or Phyllis Williams).

FREE CALENDAR LISTING

Calendar listings are a free service. Please type or legibly print **all** information asked for and mail the blank or a fascimile thereof to: Cycle News Calendar, PO Box 498, Long Beach, CA 90801. All listings must be received by noon Thursday to appear in the following week's Cycle News. No phone calls, please; we can only accept items in writing. You may include an event flyer in addition to the Calendar blank.

Event date: _____ Type: _____

Location/directions: _____

Sponsoring club/promoter/sanction: _____

Classes/trophies/purse: _____

Additional info: _____

Gate/practice/race times: _____

Entry fees: _____

Your name: _____ Phone number for info (with area code): _____

RESULTS

AMA Motocross Seattle International Raceway Kent, WA Oct. 2, 1983 By Sue Sykes

PEE WEE A	
Rod Stanley	Kaw
Tara Harrison	Kaw
Brad Lewis	Kaw
PEE WEE B	
Michael Hurst	Hon
Shane West	Kaw
Brent Cummings	Kaw
PEE WEE C	
Leslie Jones	Yam
Mike Madler	Hon
Ryan Yocum	Kaw
MINI A	
Larry Ward	Kaw
Oren Bray	Kaw
MINI B	
Rod Stanley	Kaw
Alfie Downs	Yam
Larry Kuebler	Hon
MINI C	
Ed Santos	Suz
Dennis McGinnis	Kaw
Kirk Welch	Kaw
100 A	
Lew Yocum	Suz
George Higley III	Suz
100 B	
Tommy Dunn	Yam
Cory Suit	Kaw
100 C	
Scott Shaffer	Suz
Don Nelson	Yam
Cindy Quenzer	Yam
125 PRO	
Cory Klaudt	Yam
Lonn Inman	Kaw
Kenny Almquist	Suz
125 A	
Robbin Evans	Yam
Brad Miller	Yam
Dave Bailey	Yam
125 B	
Karl Dresen	Hon
Derek Birkestol	Yam
Brent Anardi	Yam
125 C DIV 1	
David Van Wart	Yam
Michael Bosnick	Yam
Glenn Gould	Suz
125 C DIV 2	
Greg Beneze	Hon
Eric Knudson	Suz
Kirk Anderson	Suz
250 PRO	
Lance Richotte	Hon
Tom Moen	Hon
Logan Edrington	Kaw
250 A	
Marshall Favre	Hon
Mickey Fay	Hon
Steve Bader	Kaw
250 B	
Bryan Winnem	Suz
John Kocher	Hon
Mark Vollan	Suz
250 C	
Doug Stewart	Hon
Reed Stone	Kaw
Jeff Pearson	Yam
OPEN PRO	
John Christian	Hon
Tom Moen	Hon
Peter Treadwell	Suz
OPEN A	
Dann Bullock	Hon
Mark Luchini	Hon
Ted Pauley	Yam
OPEN B	
Bill Boughten	Hus
Larry McCarty	Hon
Brian Forgaard	Kaw
OPEN C	
Randy Stonenan	Hon
Lee Collins	Hus
Irven Walker	Yam
OT	
Bob White	Yam
Burt Lymburner	Suz
Richard Graham	Mai
OTH	
Will Boughten	Hus
Doug Wilke	Suz
Paul Hanson	Suz

Nevada State Moto-X Championship Series Point Standings as of Sept. 26, 1983

80 NOV	
Anissa Wilson	110
Wade Tiensvold	108
Stan Lattin	77
80 JR	
Shawn Sliter	104
Brian Elder	96
Shawn Curtis	92
Tige Brown	92
80 EX	
Chad Kay	103
Butch Stillmock	103
Mark Lawson	63
125 NOV	
Keith Burnette	105
Pete Pecorilla	85
Jeff McCrary	77
125 JR	
Randy Maga	105
Greg Blevins	85
Troy Decker	81
125 EX	
Chris Harjes	106
Marty Kennedy	81
Ricky De Carlo	69
250 NOV	
Brad Halcomb	120
Doug Cook	88
Frank Fuller	85
250 JR	
Mike Torres	91
Kevin Konsmo	94
Stan Smith	94
250 EX	
Dexter Hayhurst	100
Jeff Cloutier	98
Todd Arndell	76
OPEN NOV	
Richard Jeffries	99
Mike Walsh	88
Scott Wissenbeck	87
OPEN JR	
Shawn Scarlett	103
John Malchaski	95
Scott Stromberg	85
OPEN EX	
Dexter Hayhurst	110
Jeff Cloutier	103
Shawn Hybarger	86
VET NOV	
Bob Nichols	101
Glenn Davis	101
Tom Gorman	86
VET JR	
Randy Wissenbeck	120
Brent Anderson	98
Tom Gardner	85
VET EX	
Rich Thorwaldson	115
Buzz Presser	105
Tim Greene	86
OT NOV	
Marty Tolotti	120
Jon Du Pratt	94
Jim Jones	91
OT JR	
Jo Jo Castrol	
Harold Heitmiller	94
Tom Gallagher	90
OT EX	
Duane Spence	120
Stan Stanton	94
Joe Hathaway	84

Lefors Supertrack Moto-X Sept. 25, 1983

TEENY MINI	
Jason Huckins	Yam
Dennis Smith	Yam
Keith Franks	Yam
MINI MINI	
Denny Howard	Kaw
Chad Hubbard	Kaw
Dustin Miller	Hon
80 JR	
Shannon Horn	Kaw
Tate Rowland	Yam
Chad Hubbard	Kaw
80 SR	
Stoney Horn	Kaw
Jimmy Hannon	Suz
Denny Howard	Kaw
Brad Braddock	Suz
125 NOV	
Rick Marsh	Suz
Mike Wilson	Kaw
Bryan Moffitt	Kaw
Arthur Martinez	Kaw
125 INT	
Terry Hoffman	Kaw
David Youree	Hon
Todd Urton	Yam
125 EX	
Marvin Skinner	Suz
Joe Skinner	Suz
250 NOV	
Chuck Kennedy	Suz
Jimmy Keough	Suz
Ted Hutto	Suz
250 INT	
Greg Odom	KTM
Ron Odom	KTM
Steven Franks	Suz
250 EX	
Rick Pettis	Kaw
Joe Skinner	Suz
Jerry Skinner	Suz
OPEN	
Greg Odom	KTM
Chuck Kennedy	Suz
Darrell Dreasher	C-A
OPEN EX	
Ronnie Kimbrell	Kaw
ENDURO	
Kent Finch	Kaw
Curtis Haynes	Kaw
Chuck Kennedy	Suz
Deon Drown	C-A
OVER 30	
David Boyer	Hon
Bill Ammons	Hon
Max Dreasher	C-A
50 THREE-WHEEL	
Cory Griggs	Suz
Babe Hubbard	Suz
Todd Lindly	Suz
0-200 THREE-WHEEL	
Buddy Patton	Hon
Harry Keyes	Hon
Fred Hughes	Hon
201-OPEN THREE—WHEEL	
Greg Odom	Kaw
Chris Green	Hon
Jon Kitchens	Hon
Alan Hagemaer	Kaw

Texas Cross Country Racing Association Thurber, TX October 2, 1983 Sanction #1114

PRO	
Randall Tarter	Mai
Paul Paynter	Yam
Marty Layland	Hus
David Greenhill	KTM
Frank Shacklee	Kaw
OPEN EX	
Ken Mulkey	Yam
Raymond Powell	Mai
Andrew Cooksey	Mai
Roger Duescher	Mai
Lonnie Vann	Yam
250 EX	
Charles Goodnight	Kaw
Lennis Faulk	Mai
Tod Myers	Yam
Larry Dodson	Mai
Duffy Frazier	Suz
200 EX	
Gerald Flippin	Kaw
Ted Elmore	Kaw
Ken Watkins	Kaw
Alan Johnson	Yam
Tin Anders	Yam
125 EX	
Dean Lane	KTM
Glen Boyett	Hon
Bobby Thomason	Yam
D.L. Wood	Yam
Matt Smith	Yam
OVER 30 EX	
Harold Kendrick	Mai
Ed Terrell	Hon
Eddie Gillis	Mai
David Folmar	Yam
Danny Goode	Mai
OPEN AMA	
John Blanton	Mai
Scott Simpson	Yam
J.D. Carpenter	Hon
Glen Barajas	Hon
Brad Pollock	Yam
250 AMA	
Wes Smallwood	Yam
David Thompson	Yam
Greg Edgarton	Hon
Rick Hollhouse	Hon
Ronny Donald	Mai
200 AMA	
Rod Ransom	Kaw
John Coughennour	Hon
Tracey Anders	Yam
Tim Klassen	Kaw
Ricky Yale	Yam
125 AMA	
Doug Matheny	Yam
Ricky Thompson	Hon
Brad Brown	Kaw
Steve Parcels	Yam
James Venator	Yam
OVER 30 AMA	
Dusty Tower	Yam
George Cook	Hus
Steve Cagle	Mai
Danny Goodlett	Yam
Doug Goodlett	Yam
OVER 38 AMA	
Jerry Boren	Yam
Brooks Blair	Hus
Bill Fleming	Mai
Ray Cleveland	Yam
Larry Perry	Yam
250 INT	
Don Pierce	KTM
Darrell Hollinghood	Suz
Tom Ehmke	Yam
Mike Bruce	Yam
Bubba Waters	Mai

TROPHY PICKUP

For listing in this department, please mail information with $1.00 per week that it is to run to: Cycle News Trophy Pick-up, Box 498, Long Beach, CA 90801.

Some thoughts on motorcycle lubrication from Robert H. Wehman, president and chief engineer of Spectro Oils of America and Intercontinental Lubricants Corp.

YOUR CHOICE
GS4 - 20w 50SF
.....and now
GS4 - 10w 40SF.

In response to an overwhelming demand we have introduced Golden Spectro 4 in 10w 40 weight in addition to the very popular Golden Spectro 4 20w 50 weight.

If your riding is average year 'round touring, the new Golden Spectro 4 10w 40SF will offer a great deal in overall performance, improved shifting, a quieter engine, much smoother clutch operation and extended engine life.

If you are looking for high performance characteristics when riding interstates, mountain climbing, trailering or road racing, we recommend our Golden Spectro 4 20w 50SF for superior performance under all severe riding conditions.

Can't find it?
Send $15.00 and name of your nearest dealer. We will ship 4 quarts prepaid.

SPECTRO OILS OF AMERICA
P.O. BOX 208, BROOKFIELD, CT. 06804 (203) 775-1291

HI-POINT Racing USA

YOUR ENDURO/ HARE SCRAMBLES SUPPLIER

GET ALL THIS AND MORE AT YOUR HI-POINT RACING PRODUCTS DEALER

HI-POINT RACING PRODUCTS
3709 West Erie Ave., Lorain, OH 44053
2650 H Mercantile Dr., Rancho Cordova, CA 95670

Advertising THAT Works

LONG BEACH SUZUKI MOTORCYCLE ACCESSORIES

	Reg.	SALE
Jersey (Hon, Kawa, Suz, Yam.)	$15.95	$9.95
J.T. Protector	$69.95	$39.95
Bell Star Helmet size "7", "7⅛"	$169.95	$89.95
Dunlop Sport Elite 130/90Vx17	$94.95	$69.95

(All Sized Dunlop Tires On Sale)

We have the largest stock of motorcycle accessories in town! Check us for helmets, tires, MX boots, gloves, leather jackets and high performance equipment.

LONG BEACH SUZUKI
2441 Long Beach Blvd., Long Beach, CA
(213) 427-8941

PIRELLI
"PHANTOMS" METZELER "PERFECTS" and DIRT TIRES FROM
Sierra MOTORCYCLE PRODUCTS
11363 Sunrise Gold Circle, Rancho Cordova, CA 95670 (916) 635 9580
Dealers ONLY Send for new catalog
Toll Free Outside CA (800) 824-7996

WANT ADS

Help Wanted

Honda Service Manager
Needed for large volume dealership. Many benefits, must be good organizer and motivator. Must have at least 7 years mechanic experience including 2 years as Service Manager. (213) 698-0065, Jim or Tom. (239-41)

Mechanic Wanted
Highly motivated, experienced only apply. Salary plus commission, company benefits. High earning potential for right person. Nappy County, Northern Calif. (707) 426-6012. (239-40/NSW)

Sales Reps!!!
Clothing, wearing apparel, personal accessories, L.A., Orange and San Diego counties. If you meet the following standards, then we would like to talk to you over lunch. You are not an order taker only. You have a Positive Mental Attitude and are looking for good profits for your professional sales efforts. You need a new product line that is steadily growing, would enjoy working with creative, professional, business people, then please call and let us know who you are. We have a client need for skilled, professional field people. Profit is the name of our game and we offer you a clean, well built package in return for your services. Call or write: VAN METER/ROETZER Advertising Designers, Playa Station 1489, Laguna Beach, CA. 92652. (714) 494-6944 Monday thru Friday, 8 a.m. till 5 p.m. One last thing, the key word in this ad is "Profes ional" (339/140-42X)

HONDA MECHANIC
Journeyman Honda mechanic needed for large volume dealership. Health Insurance, uniforms, profit sharing, paid in full. Vacation/Holiday pay. Must have 5 years experience. (213) 698-0065, Jim or Tom. (239-41)

Yamaha Mechanic
Experienced only. Apply at: 833 W. Colton Ave., Redlands, CA 92373. (238-41)

San Francisco Bay Area
Service Manager/Mechanic/Motorcycle assembly/Mechanic assistant/Parts Counterperson. Multi Suzuki dealerships. (408) 227-2451, ask for Chas or Bud. (139-41)

Sales Reps Wanted
Major World class motocross apparel company offering prime territories for proven, successful reps with established territories wanting to add or improve present lines. Send resume to: HALLMAN RACING, 315 W. Bradley, El Cajon, CA 92020. (239-40/NW)

Pro Kaw M/C & Jet Ski Mech.
Good commission to experienced professional. IMMEDIATE OPENING with GREAT company! Apply in person or contact Dave at LONG BEACH YAMAHA/KAWASAKI, 4200 E. Pacific Coast Hwy., Long Beach, CA. (213) 597-9927. (233/TFN)

Sales Reps Wanted
Aggressive M/C distributing company wants hard working sales reps. You must now be selling to M/C shops and want to add to your line. (800) 854-1060 or (619) 747-1058. (205/TFN)

M/C Warehouse Mgr/Assem.
Experienced person to handle warehousing, pick-up and assembling of motorcycles for TOP San Fernando Valley dealer. Experienced only need apply, good salary, benefits, excellent working conditions. Contact: Bill McLean, KOLBE HONDA, 7514 Reseda Blvd., Reseda, CA 91335. (213) 345-7616 after Sept. 12th. (235/TFN)

M/Cycle Messenger/Courier's
Hollywood area courier service needs GOOD RIDERS for deliveries. 50% commission and lots of runs brings BIG DOLLARS! (213) 871-1226. (140X)

Mechanic Wanted
2 years Suzuki experience. Good pay and benefits, work available all year long. PASADENA SUZUKI (213) 795-4129, ask for Kirk. (240-41)

Wanted Parts Counterperson
Honda parts experience only need apply. Salary plus commission and benefits to right applicant. Must be conscientious and hard worker with references. Cathy (714) 734-2312. Riverside area. (240-41)

Parts Person Wanted
Honda-Kawasaki-Susuki shop looking for experienced parts person. Re-locate to beautiful Amador County, Calif. SPINETTI's BIKE SHOP, 139 Main St., Jackson, CA. 95642. (209) 223-1674. (240-41)

Mechanic Wanted
Honda or Yamaha shop experience necessary. IMMEDIATE OPENING. Located in "Smog FREE" Coastal Calif, 1 hour north of Santa Barbara. (805) 928-2656. (240-41)

Sinisalo USA Corp.
The world's leading manufacturer of motocross equipment is looking for the USA's leading independent representatives. Excellent commission structure. Please contact Kevin Donnelly at: SINISALO USA, 15510-C Rockfield, Irvine, CA 92714. (714) 768-4188. (340-41/NSWX)

Service Manager
Honda experience necessary. HONDA GLENDORA (213) 963-5984. (240)

Partsman
Honda experience necessary. HONDA GLENDORA. (213) 963-5984. (240)

Mechanic Needed Now!
Year round work available. Good pay and working conditions. Call NOW: CORONA KAWASAKI (714) 734-1011, ask for Larry. (240)

Mechanic needed
Tired of cold weather or moving around? We need a qualified Honda mechanic, full timer. Send resume or apply in person to: SOUTH COAST HONDA, 3001 S. Main, Santa Ana, CA 92707 (714) 957-1966. $40. per hour shop rate, medical, dental plan. "A HONDA CARE DEALER". (240-41/NW)

Sales Person
Large dealership in Orange County. May require parts and motorcycle sales experience. License a must. performance a must! Contact: Jim Sharp; SOUTH COAST HONDA, 3001 S. Main, Santa Ana, CA (714) 957-1966. (240-41)

Experienced Parts Person
We've got a full time position open for an aggresive performer who will do it our way, or improve our system as we go along. Hourly salary or commission; let's talk! Ask for Jim Sharpe at SOUTH COAST HONDA, 3001 S. Main, Santa Ana, CA. 92707. (714) 957-1966. (Pete Walker — Where are you?) (240-41/NW)

Mechanic Wanted
New franchised BMW/Suzuki Dealership needs experienced mechanic. Excellent working environment. Salary or commission. Sonoma County area. (707) 542-4491. (240-41)

Motoview Concept Group
Rider-writer-PR types, degree not required, PHD in desire mandatory. Send resumes, salary and dream job requirements to: P.O. Box 880, Ellijay, GA 30540. 340&42/NEX)

Service Manager Wanted
Innovative, dependable and knowledgeable is all we require. Call Warren Wade at: VAN NUYS HONDA/ KAWASAKI, 6658 Van Nuys Blvd., Van Nuys, CA 91405. (213) 787-0110. (240-41/NE)

Business Opportunities

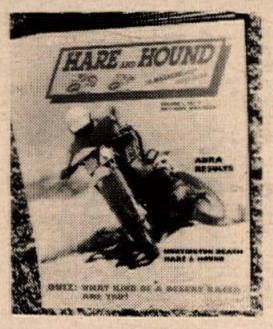
For Sale: Franchised Dlrshp
In Florida. $700,000-$800,000 per year in annual sales. Will sell for $150,000. Call between 3-5pm, Monday-Friday, 904/576-4831. Terms available. 237/TFNNE

Arizona M/Cycle Dealerships
All brands available. Small or large. Be a winner in beautiful Sun Belt. Foley/Dibble/Holt — VRBB (602) 293-0404. (140/NWX)

Wanted: Cycle Shop Equipment
Looking for all types Cycle Shop service equipment, parts, Sales, furniture, fixtures, display materials, etc. (714) 859-6907. (139-42/NSWX)

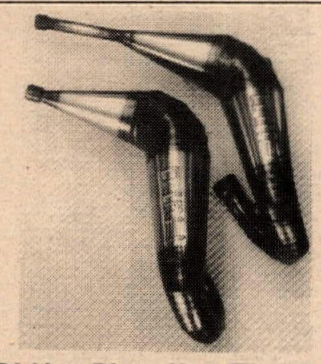
So. Cal. Franchised Dealership
Low overhead, blow-out location and lease: Gross over one million in 1982...retiring. Call (619) 423-0073 days or after 7 p.m. (619) 479-3209. (238-45)

FOR SALE: (2) long established Honda Motorcycle Dealerships in Southern Arizona. P.O. Box 30864, Tucson, Ariz. 85751. (238/240-42/NSW)



*** Desert Racers!! **
Keep informed; SUBSCRIBE to the world's first and only magazine about desert racing. Get four issues of HARE AND HOUND for $5.00. Mail to: GEARED-UP, P.O. Box 26, Pine Valley, CA 92062. (619) 473-9026. (110X)

Speedway Mail
Britain's leading speedway paper is published weekly without cessation throughout the year. Full coverage of British Speedway, plus finest world coverage of the sport wherever it takes place is offered. Subscription rates, payable by International Money Order, are as follows: One year surface mail — US $57.44; one year airmail — US $82.71. Send order with covering remittance to: SPEEDWAY MAIL, Subscription Dept., 460 Hoe St., Walthamstow, London E. 17, England. (515/E/TFN)



"PSI Hot Pipes" — They're Burning Up The Competition
"Works Like" style and performance. All hand-rolled cones built by craftsmen. Easy installation. Used by the Midwest's "winningest riders" Junior Jackson, Jim Veugeler, Greg Randa and others. Now in stock: CR125R, YZ80K, YZ125K, KX80, KX125, all $119. CR250 and NEW Cagiva 125 Hot Pipes, $129. Same day UPS service. PSI, Inc., 3613 S. Green Bay Rd., Racine, WI 53403. (414) 554-5192. (139-40/NEX)

European Cycle Center
Central Texas' NEWEST KTM/Husqvarna dealer. Giant savings on '82's and '83's (Husqvarna). 1984 Huskys NOW AVAILABLE! UPS Daily. (817) 771-3138. (240-41)

1978 GS-750 Suzuki
21,000 miles, header, fairing, crash bars, mag's, back rest, rack, custom seat, new tires, brakes, excellent condition. $1200/or best. (213) 423-8376. (340)

1974 Kawasaki 750 H2 Triple
Good condition, 17,000 miles, FAST! $1200/OBO. (213) 423-8376. (340)

1983 GPz 750
Stock, low miles, 3 months old. $3000. New Bell LTD; $100. (714) 886-7586. (140-43)

Interceptor Racing Pipes
You CAN'T buy factory pipes, but you CAN buy the pipes the nation's #1 privateer uses. Ricky Orlando #94 uses MPC Racing Pipes! List Price: $345. STREET PIPES also available, List Price: $360. (Dealers and Racers, price inquiries invited!) MOTORCYCLE PERFORMANCE CENTER, 412 E. Trilby, Fort Collins, Colo. 80525 (303) 223-5810. (340X)

'82 HONDA XR 200 R
Fresh top end. Re-built trick shock, new tires, chain and sprocket. $995/OBO. (714) 836-1907 evenings and weekends. (339-42)

WANTED: MX BOOTS good condition, good price, size 10. (714) 893-6892. (140)

★ KTM ★ KTM ★ KTM ★
SALES-SERVICE-PARTS-MAIL ORDER SERVICE! Ohlins shocks dealers. BRIGHTON KTM, 327 Walnut, Brighton, CO 80601. (303) 659-5419. (209/TFN)

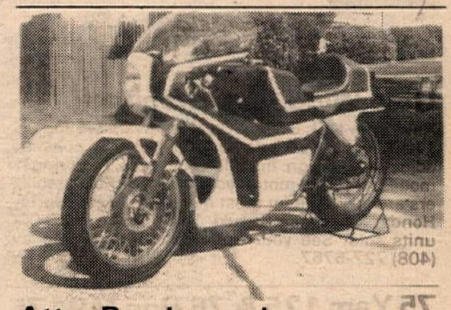
Pro Performance Riding School
Next classes: Oct. 29th, Indian Dunes — MX Nov. 12th Off-road Bell Mountain Nov. 14-15 MX. Information (714) 673-6816. (139-42/X)

'82 YZ-80 Water Pumper
Like new, never been raced, belongs to young girl. $599. Contact Julie (714) 861-3654. (140)

'77 Honda XR-75
Excellent condition, new back tire, valves, car carrier, Honda jersey, motorcycle stand, Bassani pipe, "ALL $375/OBO." (714) 828-4116. (140-42)

FOR SALE: 1962 Greeves dirt motorcycle, 246cc, runs good. Make offer. (219) 356-3306. (139-40/NE)

Laverda Mirage 1200
Exotic Italian flashbike. IMMACULATELY clean, will deliver. $4995. D.M. Best, Il (713) 641-0323, (817) 332-1308. (138-40/NSW)



Attn: Roadracers!
TZ-250B frame; XR-500 motor, street legal. Call (408) 378-BIKE. (140)

Tired of 'em!
Will trade both '82 Ascot & XL-500R for Interceptor or either bike for 250cc flat tracker with TT equipment, OR ?? Ascot; 4,200 miles, XL-500R; 870 miles. Both good shape! Ask for Chet (512) 853-1225. (140)

★★Attn: Honda Car Owners★★
JACKSON RACING has all the specialty products for your Honda car. Wheels, tires, fender kits, high performance packages, stroker kits, etc. We have it all! We also have complete tune-up, paint and bodywork facilities. Write or call for our catalog. JACKSON RACING, 15601 Producer Lane, Huntington Beach, CA. (714) 891-1113. (220/EOI/TFN)

'79 Bultaco 350 Sherpa T
Excellent condition, stock, low hours, $850/OBO. (213) 453-5207. (140-41)

XR750 Parts
Branch heads $900. Teflon wrist pin, buttons, XR750, Sportster, 74, $25 set. (217) 897-6648; (217) 356-8784. (138&40/NSE)

Weslake's or Jawa
For details: (714) 775-3629. (139-41/NW)

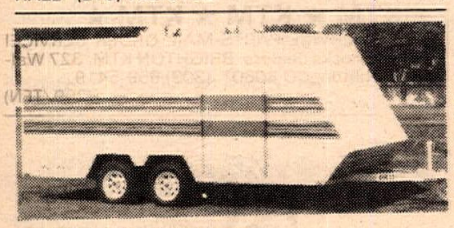
MPS Mixture Control Unit
Offers adjustability to fuel injection on GPz1100. A must with a header. Recommended by Kerker. $59.95. MOTORCYCLE PERFORMANCE SPECIALTIES, Box 1935, Casselberry, FL 32707. (305) 695-2154. (128/NE/EOI/TFN)

'82 CR250 & '82 CR125
**CR-250, new top and bottom, excellent condition, Works shock, blue seat, $1100/OBO. **CR-125, new top, excellent condition, blue seat, $700/OBO. (805) 527-0250, evenings. (339-40)

'80 XR750 H-D Brand New
$7,000/OBO. (219) 462-2223 or (219) 464-8391, 9-6 Monday thru Saturday. (128/EOI/42NEX)

'83 Honda XR 350-R
Ridden 4 times, injury forces sale, $1695. (213) 375-2356, after 7 p.m. (340)

** Maico Clearance **
(2) 1982 490's (one loaded, one misc. extras). (2) 1983's (one 250, one 490). Too many spares and extras to list! $1100 — $1700. Call "MONTY HALL" (213) 762-0102. (138-41)



DICO TRAILERS
Cycle, Jet-Ski, ATC Buggy, auto, NEW! Enclosed 12 to 28 foot trailers, finest quality and design. Huge trailer and off road center. OPEN 7 DAYS, Anaheim (714) 956-2950. El Cajon (619) 449-8282. (202/TFN)

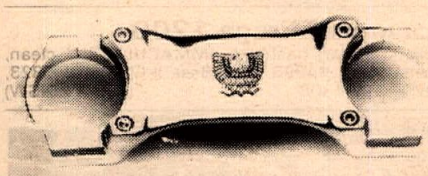
78½ KTM 250 Dirt Bike
Low miles, priced for quick sale! Very good condition, $400. Rick (714) 768-1941, days. (714) 494-3021, evenings. (339-40)

Suzuki Super Bike
1983 GS-750ED, like new, Fox shock, EPM's, K-2 Kerker, race ready. Call anytime, Harry Klinzmann Work: (714) 635-8520. Home (714) 636-2731. (339-40/NSW)

Yamaha 1983 YZ 490K*$1700
Excellent condition. (805) 399-6203. (139-40)

1983 HUSKY XC500 6-speed. Clean, fast. Stock $1995/OBO. (213) 540-9430. (139-41)

'82 IT 465 J * 490cc
New IT490 piston, 3.25-21 Metzeler, Enduro jug, stand, $1100. (714) 971-9976. (139-40)



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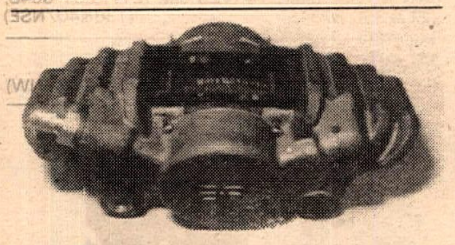

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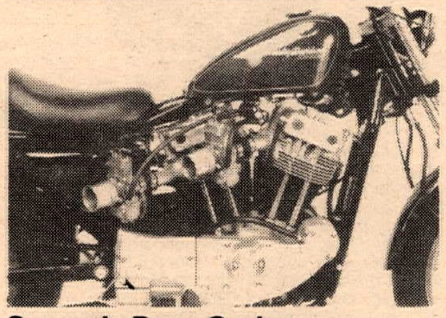

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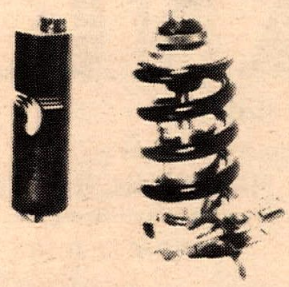

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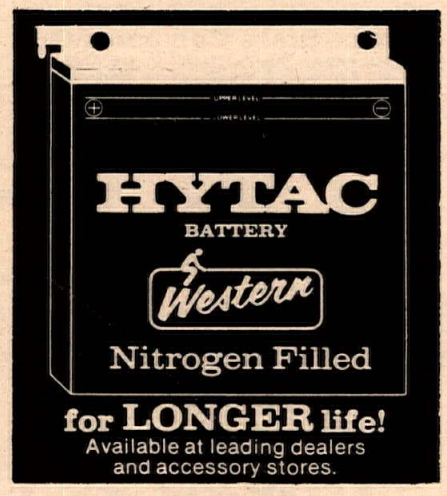

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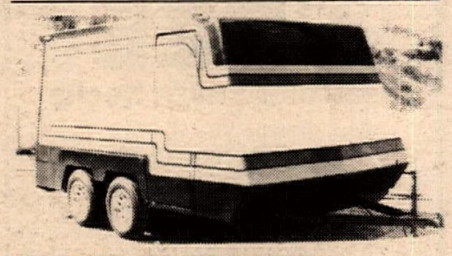

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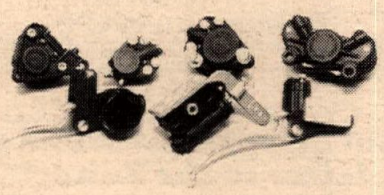

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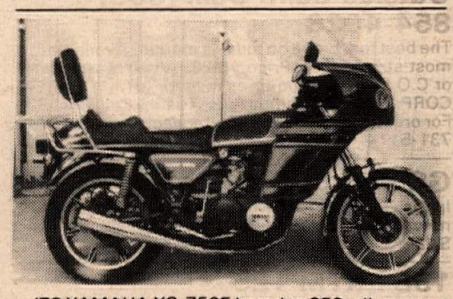

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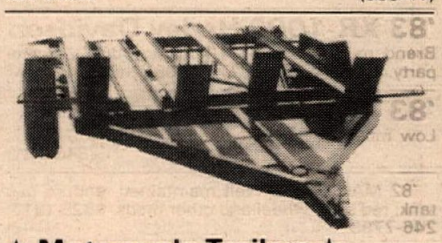

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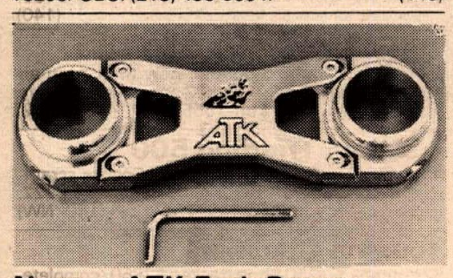

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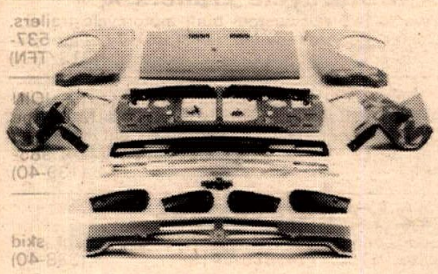

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620 DATSUN PICKUP 1972-79: Hood $69. Fender R or L $49. Grille $39. Tailgate original $69. Bumper front $39. Apron valance $12. Inner fender $49. Core support late $69. Headlight $6.95. Parking light, L or R $8.95. Bumper bracket, R or L $2.50. 720 PICKUP 1980-82. Hood 1980-83 $69. Fender R or L $49. Grille $39. Bumber $39. Bumper end R or L $6.95. Bumper bracket R or L $3.50. Core support 1980-83 $59. Headlight assy. R or L $8.95. Parking light assy. R or L $8.95. Marker R or L $8.95. Valance $19. Same parts available for Toyota. ALSO complete line available. JAPANESE PARTS DISTRIBUTOR, 2417 E. Main St., Visalia, CA 93277. Inside Calif. (209) 734-0457. Outside Calif. (800) 344-7466. (240/NW)

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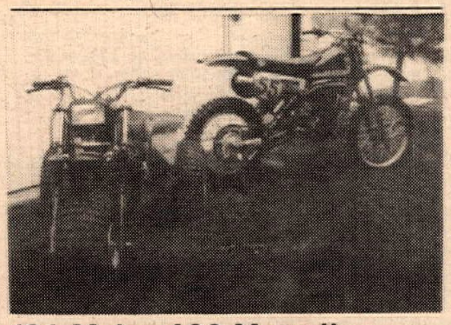

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Showroom condition, used very little. (213) 426-9458, days. (213) 430-2470, evenings. (139-40)

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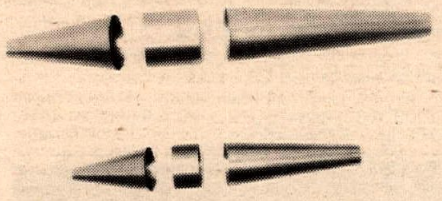

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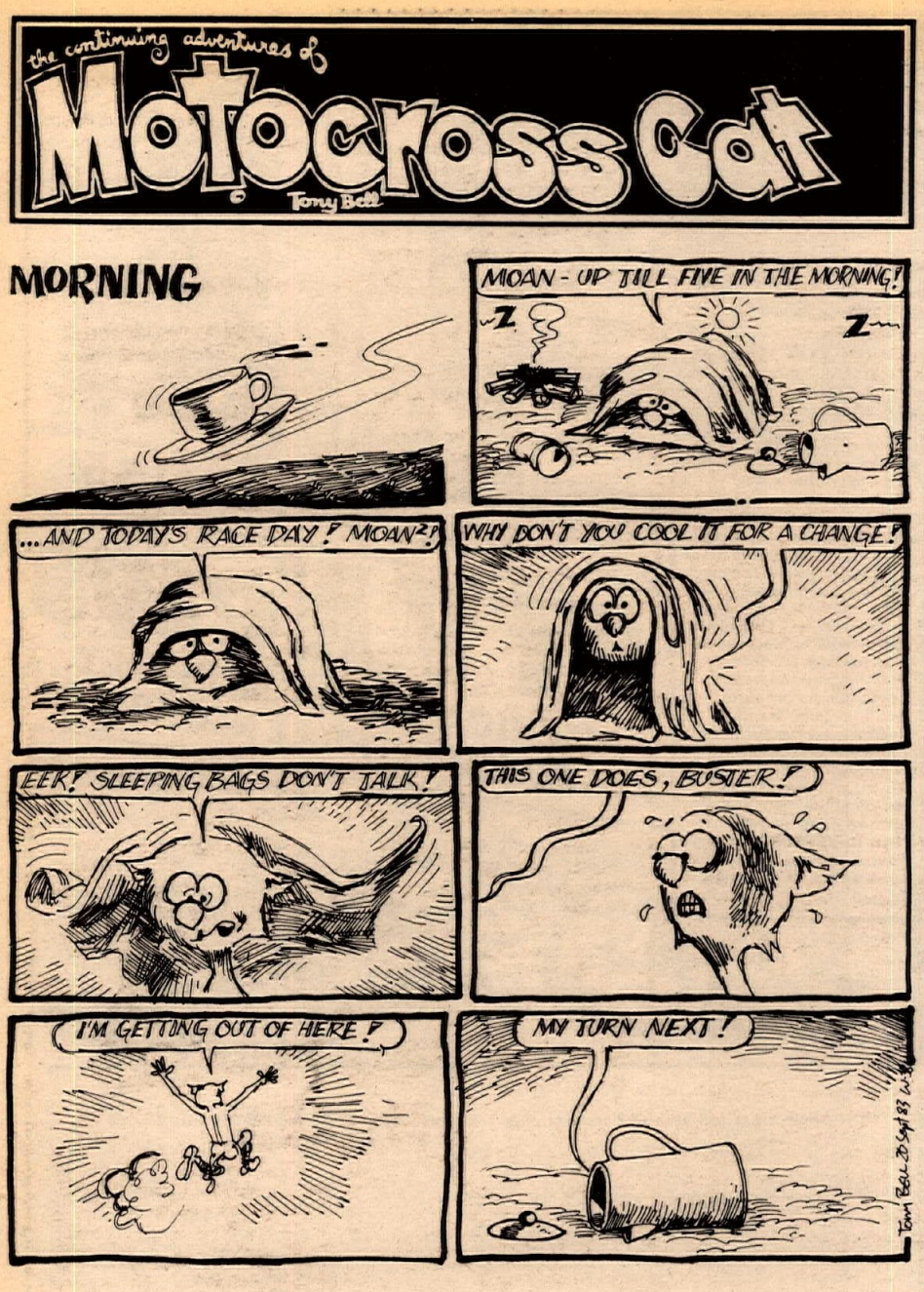

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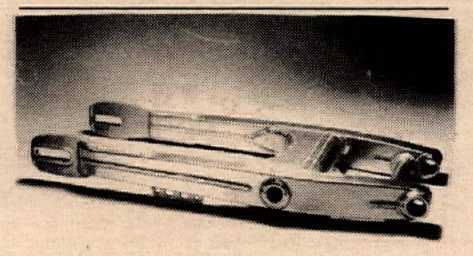

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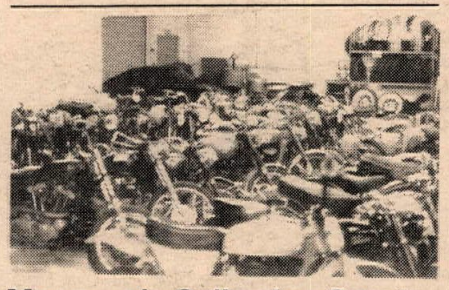

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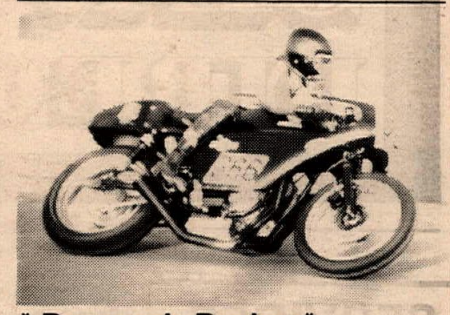

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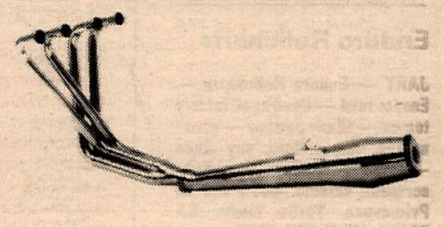

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